

CUESTA

A Niagara Escarpment Commission Publication

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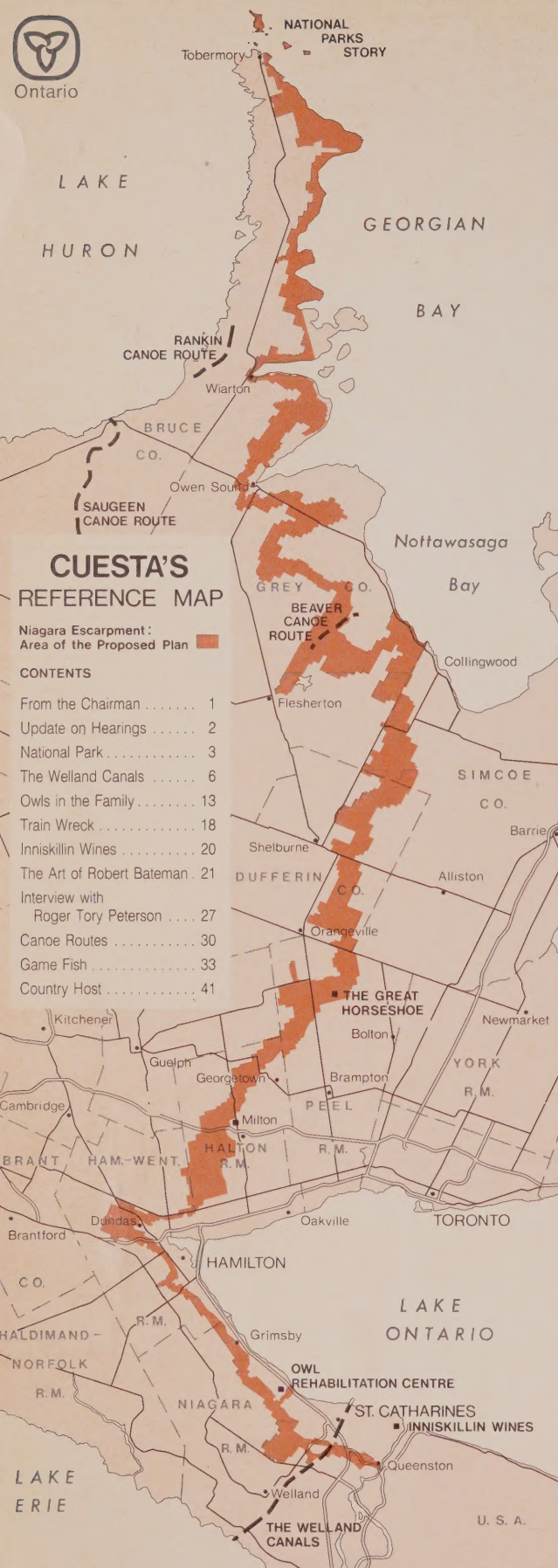
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Ontario



CUESTA'S REFERENCE MAP

Niagara Escarpment:
Area of the Proposed Plan

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From the Editor:

This year marks the tenth anniversary of the formation of the Niagara Escarpment Commission which was entrusted with the preparation of a plan that would preserve the Niagara Escarpment as a "continuous natural environment and ensure that only such development occurs as is compatible with that natural environment." The release of the Hearing Officers' Report, after more than two years of hearings into the Proposed Plan for the Niagara Escarpment, represents a major step towards the finalization of that plan.

In this, the seventh edition of **Cuesta**, we have attempted to provide our readers with an update on the hearing process and an overview of the plan approval process.

Cuesta examines the natural diversity of Escarpment landscapes through the eyes of two renowned naturalists and wildlife artists—Robert Bateman and Roger Tory Peterson.

We invite our readers to explore the recreational activities of cross-country skiing and canoeing in **Cuesta's Guide to Cross-Country Skiing and Escarpment Canoe Routes**—or if you are a sports-fishing enthusiast **Cuesta's Guide to Escarpment Game Fish** may be tailor-made for you; to discover the incredible history behind the building of four Welland Canals and the man who overcame the Escarpment barrier to build the first—William Hamilton Merritt; and to learn about the rehabilitation of injured owls from a tiny dynamo, Kay McKeever who, together with her husband Larry, runs the Owl Rehabilitation Research Foundation.

Some other articles rounding out this edition include an update on the Parks Canada proposal for a national park on the Bruce Peninsula; a **Cuesta** highlight on Niagara's wineries featuring Inniskillin Wines and, for those readers who travel the Escarpment, a sampling of some bed and breakfast homes offered through the innovative Country Host chain.

Finally, **Cuesta** wishes to make an apology. An article entitled *Landscape Advice* which appeared in the spring edition of **Cuesta**, 1982 presented Niagara Escarpment Commission staff member, David Wells as a landscape architect. Mr. Wells is, in fact, a landscape technologist. **Cuesta** apologizes to Mr. Wells and the landscape architectural profession for this inaccuracy.

A sincere thank you to all those who have assisted in our research and a particular vote of thanks to Dyanne Rivers, Betty Braithwaite and to Commission cartographers Robert Pepper, John Novosad and Colin Mandy.

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Cuesta—Originally a Spanish term meaning flank or slope of a hill, in geological terms means a ridge composed of gently dipping rock strata with a long gradual slope on one side, and a relatively steep scarp on the other.



From the Chairman

This year marks the tenth anniversary of the formation of the Niagara Escarpment Commission. It has been my privilege to have served as an inaugural member of the Commission and as Chairman since December 1975.

As Chairman, I have been involved in every important phase in the development of a plan that would protect the Niagara Escarpment as a "continuous natural environment and ensure that only such development occurs as is compatible with that natural environment."

The Planning Process

In retrospect, perhaps the most important phase of the planning process has been providing opportunities for provincial, municipal and public comments. Few, if any, other plans previously prepared in North America have had the benefit of as much public participation as the Niagara Escarpment Plan. Our democratic traditions have been well served through the many opportunities provided to all who wished to express their opinions and concerns about the Niagara Escarpment and its planning.

After the Preliminary Proposals, which were prepared expressly to invite municipal and public comment and covered the entire 5,200 square-kilometre planning area, the Commission, a year later in 1979, released the Proposed Plan which covered a substantially reduced area (1,923 square kilometres) and has recently been the subject of more than two years of public hearings.

Niagara Escarpment Proposed Plan Hearings

The hearings which began on April 14, 1980, ended on June 17, 1982. During two Phase I, eight Phase II and three supplementary hearings, an independent panel of three hearing officers received 743 submissions from municipalities, groups, organizations and individuals.

It was most gratifying to note the number of people who prepared submissions and made presentations in support of the Proposed Plan.

An assessment of the submissions reveals that all conservation authorities making submissions supported the plan or supported the plan with qualifications; 70% of the municipal submissions supported the plan or sup-

ported the plan with qualifications; and that 82% of the interest groups supported the plan or supported the plan with qualifications.

I would like to take this opportunity to thank the many individuals and groups, specifically Mrs. Lyn MacMillan and the Coalition on the Niagara Escarpment for their staunch support and common sense approach to the plan and the preservation of the Niagara Escarpment.

California Coastal Commission

During the past year I had the opportunity to visit the California Coastal Commission. I was struck by the many similarities between their Commission and ours including their mandate to preserve the coastal zone, the Commission's form of organization, state intervention in local planning through the application of a development control system, the linear nature of the resource (1100 miles in length), the number of municipalities affected (68) and even similarities in the nature of the controversies surrounding its operations.

The California Coastal Commission was established in 1972, one year before the Niagara Escarpment Commission, and it is presently implementing the policies of its coastal plan and legislation. A key feature of California's implementation program is the California Coastal Conservancy which acts where the Commission's planning and regulatory powers cannot resolve land-use conflicts and is funded to acquire lands for public access to coastal resources. The Conservancy is funded through state bond issues and acts in trust for future generations of Californians to ensure their enjoyment of the coastal heritage.

Ivor McMullin, Chairman,
Niagara Escarpment Commission

Commission to Review 1,400-page Report

More than two years of public hearings into the Niagara Escarpment Commission's Proposed Plan concluded in Orangeville on June 17, 1982.

At that time, 743 individual submissions had been made at 13 Escarpment area public hearings before an independent hearing tribunal of three men assigned from the Ontario Municipal Board.

Phase I hearings on the general policies of the plan began on April 14, 1980, in Ancaster for residents of the southern section of the 725-kilometre Niagara Escarpment and on August 12, 1980, in Owen Sound, for residents of the northern section.

Following Phase I, eight Phase II hearings into specific or sector aspects were held for each of the four Regions and four Counties within the area of the Proposed Plan.

Phase II hearings were held in St. Catharines for residents of the Regional Municipality of Niagara; in Ancaster for residents of the Regional Municipality of Hamilton-Wentworth; in Burlington for the residents of the Regional Municipality of Halton; in Caledon East for the residents of the Regional Municipality of Peel; in Orangeville for the residents of County of Dufferin; in Collingwood for the residents of Simcoe County; in Owen Sound for the residents of Grey County; and in Wiarton for the residents of Bruce County.

Following Phase II hearings, three supplementary hearings were scheduled to accommodate the residents of Peel Region and the Counties of Dufferin, Simcoe, Grey and Bruce.

At the conclusion of the hearings, as required by The Niagara Escarpment Planning and Development Act, the Hearing Officers prepared a summary of all representations received and a report recommending whether the Proposed Plan should be accepted, rejected or modified.

The 1,400-page, four-volume report, containing 63 general recommendations together with summaries of 743 individual submissions, was released publicly on February 10, 1983. It recommended that the plan be accepted subject to modification by the recommendations in the report.

To ensure public access to the report, copies were delivered to each municipality within the planning area

where they are available to the public and copies are also available at Commission offices located in Grimsby, Georgetown and Clarksburg for public inspection.

Those wishing to purchase the four-volume report have been directed to the Ontario Government Bookstore located at 880 Bay Street, Toronto, Ontario M7A 1B8, Tel: (416) 965-3088.

The Niagara Escarpment Commission is currently reviewing the report and recommendations of the Hearing Officers. After careful consideration of the recommendations contained in the report, the Commission will submit its recommendations on the Proposed Plan to the Provincial Secretary for Resources Development. At that time, the Commission's recommendations on the Proposed Plan will be made available to the public.

The Provincial Secretary is required by legislation to consider the recommendations of the Commission and the Hearing Officers and then submit the Proposed Plan together with his recommendations to the Lieutenant Governor in Council.

If the Provincial Secretary does not approve the Hearing Officers' recommendations, he will give public notice to that effect and anyone concerned may, within 21 days of that notice, appeal in writing to Cabinet.

Final approval of the Niagara Escarpment Plan rests with the Ontario Cabinet.

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Parks Canada Proposes National Park on the Bruce

On December 2, 1981, the Honourable John Roberts, Federal Minister of the Environment, announced the beginning of a public consultation program to determine the feasibility of establishing a new national park on the tip of the Bruce Peninsula.

The Councils of Lindsay and St. Edmunds Townships appointed a joint Park Study Committee to assess local opinion towards the proposal. After nearly a year of dedicated hard work including hosting 12 open houses, the Township Councils have given Parks Canada the green light to pursue the proposal further.

The northern Bruce Peninsula had previously been identified by Parks Canada as a "*Natural Area of Canadian Significance*"—which means that the natural features inherent in the Bruce Peninsula are representative of many of the natural features typical of southwestern Ontario. It is the Peninsula's representativeness that is of primary interest to Parks Canada, although they also recognize that the Peninsula exhibits such outstanding beauty as the Escarpment cliffs along the Georgian Bay shoreline and its associated plant communities, excellent opportunities for outdoor recreation, and a rich cultural heritage.

The following article was prepared for **Cuesta** by Tom Lemon and Sheila MacFeeters of Parks Canada.

A National Park on the Bruce Peninsula?

From the western rain forest of British Columbia's Pacific Rim to the eastern sea cliffs of Newfoundland's Gros Morne; and from the northern peaks of Kluane in the Yukon to the southern marshes of Point Pelee on Lake Erie, Parks Canada maintains a system of 29 National Parks established to preserve representative features of Canada for the benefit and enjoyment of Canadians, visitors to Canada, and future generations of Canadians.

It is possible that the next part of Canada's natural heritage to join the National Parks system will be a representative example of Ontario's 725-kilometre Niagara Escarpment—more specifically the northern tip of the Bruce Peninsula.

The establishment of a national park on the Bruce

Peninsula would not only provide an opportunity for Canadians to see representative features of that area of Canada, but it would ensure the protection of valuable resources from the irreversible effects of incompatible development and resource extraction.

How are National Park Sites Chosen?

For the purpose of establishing national parks, Canada has been divided into 39 land based and nine marine natural regions, each of which should be represented in the national parks system. Areas of diverse natural themes—biological, geological, physiographic, geographic and oceanographic—within each region are identified as "*representative Natural Areas of Canadian Significance (NACS)*". Not every NACS can be designated as a national park, but by working with provincial and territorial authorities Parks Canada aims to ensure that a representative number of features in each



Cave Point in St. Edmunds Township is famous for spectacular sea caves created by the pounding waters of Georgian Bay.

natural region is protected. Potential national park sites are selected from the NACS identified in regions which are not sufficiently represented in the existing system.

By the late 1970's several NACS throughout the West St. Lawrence Lowlands natural region had been identified. Although the areas all contained representative features, many of them were not suitable sites for parks because of existing urban development and other incompatible land uses. The choice was narrowed to either the Bruce Peninsula site or the western portion of Manitoulin Island including Cockburn Island. In the end, the present study area on the Bruce was determined to be the site with the greatest feasibility to become a national park because of its proximity to major population centres, its year round accessibility, and the fact that 45% of the land was already publicly owned.

What Makes the Bruce so Special?

The variety of geological and geomorphological features, and plant communities found on the Bruce illustrate the many natural conditions typical of southern Ontario. At the same time the concentration of diverse and highly specialized plants and forest associations is remarkable in the context of this region of Canada. For example, of the 66 species of wild orchids found in Ontario, 43 are reported to be located on the Bruce Peninsula. Numerous amphibians and reptiles including the endangered Massasauga rattlesnake take refuge in

the natural habitat of the area. A wide variety of nesting birds make the Peninsula their home or temporarily use its convenient location on migratory flyways.

Three major natural areas might be represented in a new national park on the Bruce. These include the *Niagara Escarpment-Georgian Bay Shoreline*; the *Lake Huron Shoreline*; and the associated inland topography, plant communities and wildlife, typical of this region of Canada.

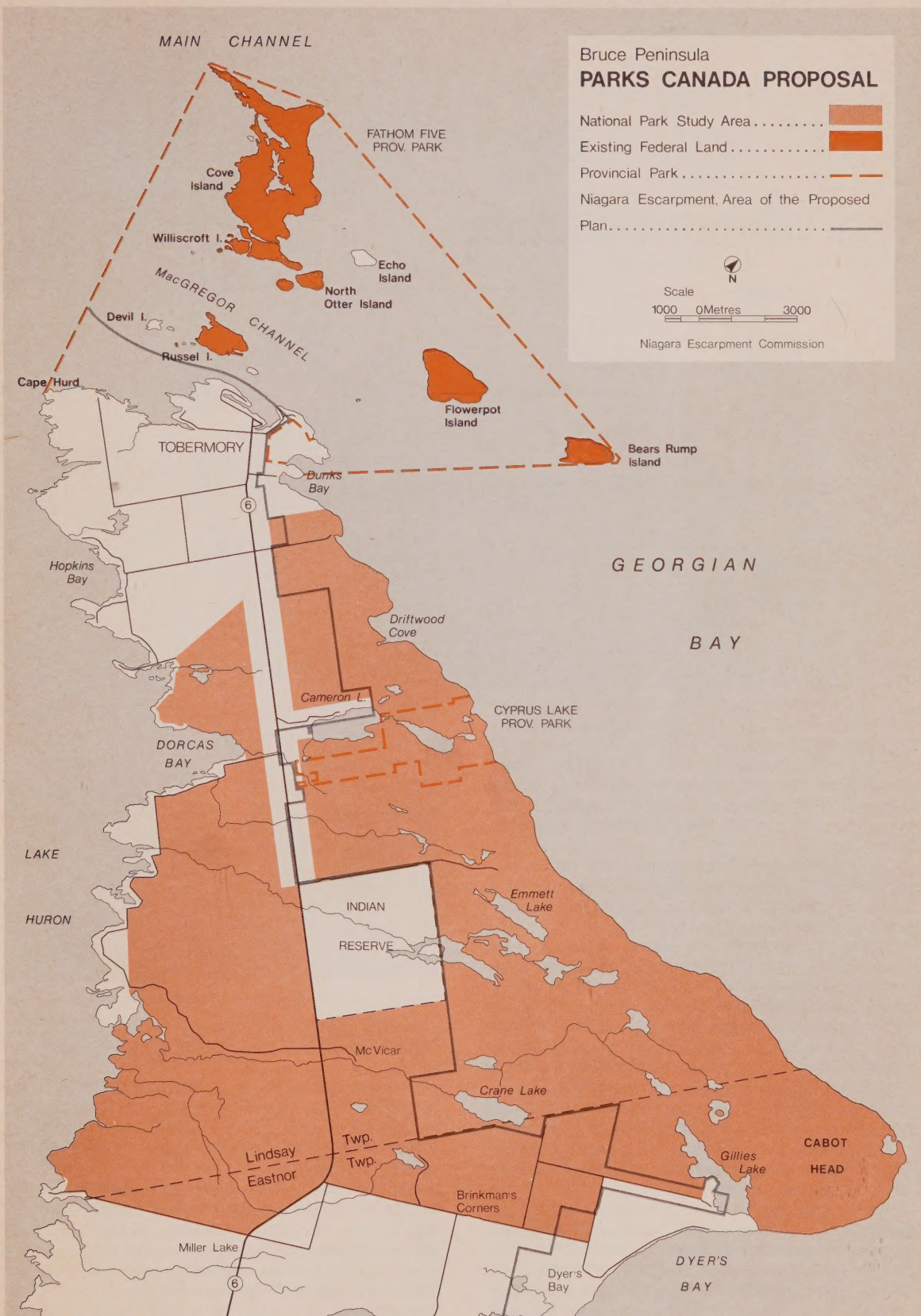
Some of the best examples of the Niagara Escarpment are found along the Georgian Bay shoreline. The shoreline has excellent geological diversity including vertical cliffs, overhangs, sea caves, cobble beaches, tile beaches and boulder barriers. These landforms sustain talus cedar forests, open rock outcrops and juniper sedge communities. Behind several rock barriers are wetlands with now rare plants such as the prairie slough grass.

Underground streams draining towards Lake Huron and Georgian Bay are typical *holokarst* features. Another dissolved limestone or *karst* feature is the pitted, etched and grooved bedrock. The St. Edmunds Caves exhibit some of the best developed karst features in Ontario. The cave system is an example of active erosion in dissolved bedrock. There are numerous sink holes or depressions and a disappearing stream that enters and emerges from the bedrock, making it the longest river-cave system on the Niagara Escarpment.

(Continued on page 48)



The majestic cliff face of the Niagara Escarpment provides an impressive coastline on Georgian Bay.



The Welland Canals

Ontario's 43-kilometre Welland Canal, built to circumvent the falls at Niagara and connect Lake Ontario to Lake Erie, is in a class by itself.

Undoubtedly, the world-renowned 82-kilometre Panama Canal and the 172-kilometre Suez Canal are longer. And the Panama Canal even boasts of a series of locks which transport ocean-going vessels to Lake Gatun, 26 metres above sea level. But compared to the remarkable feat of engineering accomplished by the builders of the Welland Canal, the Panama Canal merely surmounts a bump in the road.

No other canal in the world has overcome a slope as steep and abrupt as the Niagara Escarpment to transport ships to more than 176 metres above sea level.

Today's Welland Canal covers the 100-metre height difference between Lake Ontario and Lake Erie by employing seven lift locks and one guard lock over a total distance of 43 kilometres to form the most difficult and spectacular section of the 3,768-kilometre St. Lawrence Seaway system.

First completed in 1829, the Welland Canal has remained in continuous operation since that date and, after three alterations to the original route, has emerged as a world-class canal system.

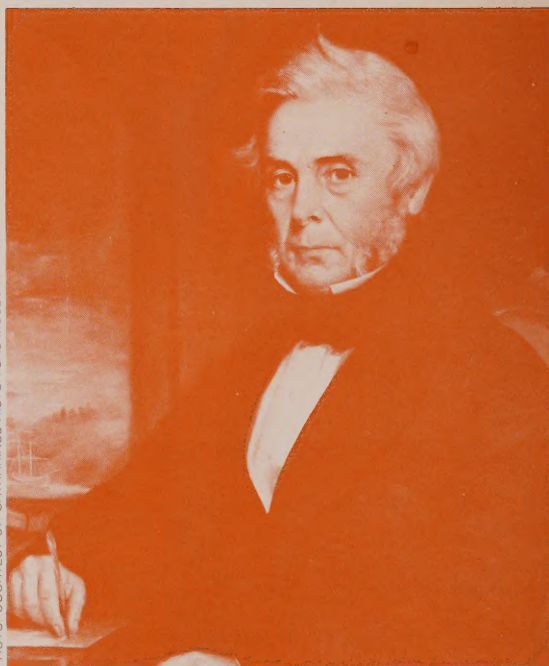
William Hamilton Merritt, the driving force behind the construction of the *First Welland Canal*, would be justifiably proud.

Merritt was a man of varied and unusual talents—a complex balance of pragmatism and vision. Endowed with a legendary capacity for work coupled with a straight-shooting approach to business, Merritt could also let his imagination soar beyond physical barriers.

Without his boundless energy and indomitable conviction that a canal route from Port Dalhousie to Port Robinson and then to Lake Erie was possible and practicable, the construction of the first canal would have foundered before the sod was turned.

After all, others before him had tried only to abandon the idea when faced with the Escarpment barrier.

French engineer, *Vauban* was one of the first to suggest the construction of a canal in 1699. As early as 1707, reports denied the feasibility of a canal; yet, expressed interest in the concept: *"It does not seem to me that*



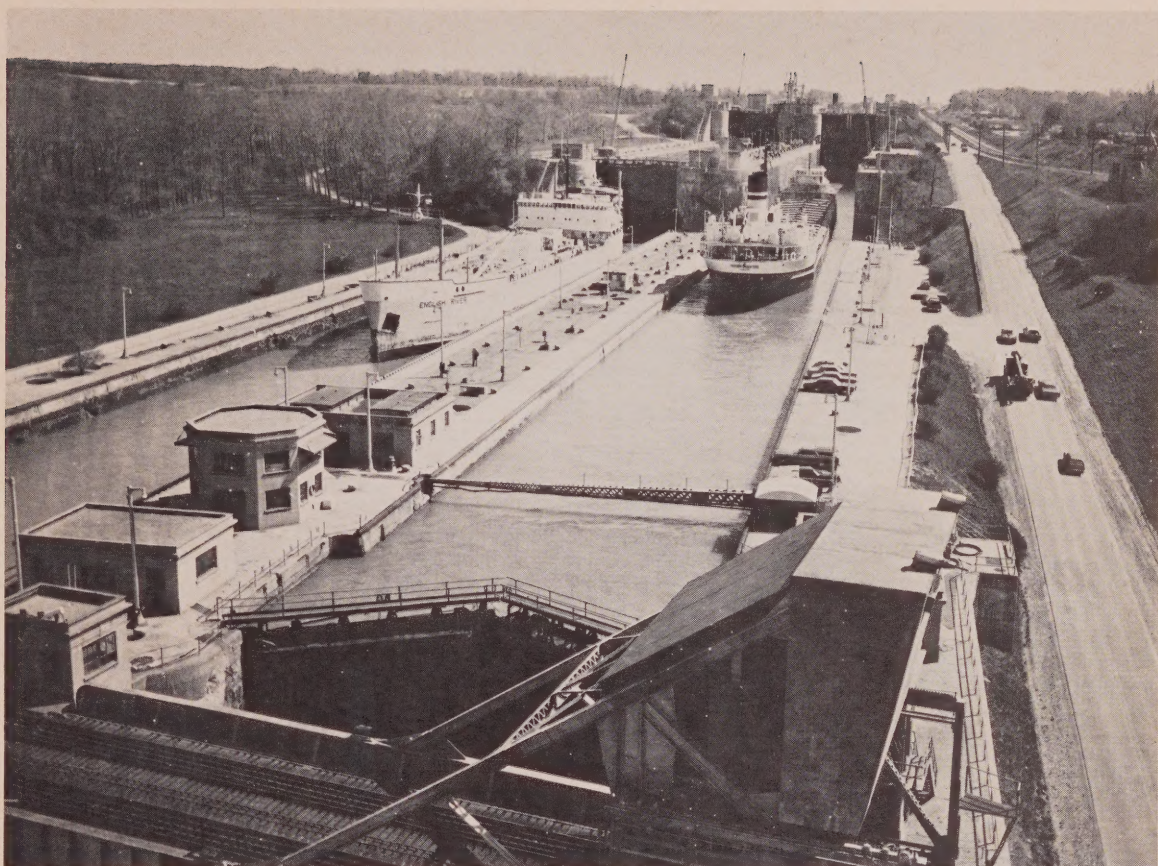
William Hamilton Merritt

we can at present undertake the junction of the Lake Ontario with Lake Erie by a Canal, as you propose, because of the expense."

De La Mothe, an engineer in the service of the "Sun King" *Louis XIV*, made a similar suggestion in 1710. But his and the other proposals received scant attention at the courts of France since they were considered neither possible nor profitable.

With the upheaval of French rule in North America in 1763, the British inherited the tedious, cumbersome portage system. Goods were unloaded at Fort Niagara or at a landing near present-day Lewiston, New York. They were then transported overland, past the falls and reloaded onto barges to continue the trip up the Niagara River to Lake Erie. After the United States gained its

PHOTO: COURTESY ST. CATHARINES HISTORICAL MUSEUM N4101



A triple series of twin flight locks permits two-way traffic in the most ambitious section of the Fourth Welland Canal.

independence in 1776, the portage route was transferred to the British side but the system remained the same.

By the early 19th century, the need for an alternative means of transportation was becoming critical. The old portage system was time-consuming, costly and dangerous. And merchants, faced with lengthy delays in shipments, automatically placed a 40 per cent overhead charge on the cost of their goods. These surcharges placed an unnecessary financial strain on the populace and severely limited the economic development of Upper Canada.

The British seriously began to consider the construction of a canal when three Niagara businessmen, *Robert Hamilton, George Forsyth and Thomas Clark* presented a proposal to improve the method of transportation between Lakes Erie and Ontario.

As a result of this proposal, the government issued *The Bill to Improve and Amend the Communications between Lakes Erie and Ontario* in 1799. Also known as *The Welland Canal Bill*, it argued that: *"It is of the utmost importance to the prosperity and advancement of this province, that the communication between Lake Ontario and Lake Erie should be put into, and maintained in the best possible condition."*

The Legislative Assembly was also requested to grant *Hamilton, Forsyth and Clark* the authority to build a canal and improve the road between Queenston and Lake Erie.

The possibility of having the entire Niagara transportation network in the hands of three men enraged local residents and resulted in wholesale and vociferous opposition. Over 300 signatures appeared on a petition which signalled the Bill's swift demise.

Somewhat chagrined, the government turned its attention to the improvement of the *Portage Road* and the canal issue was prudently put aside. But the issue could not be ignored for long.

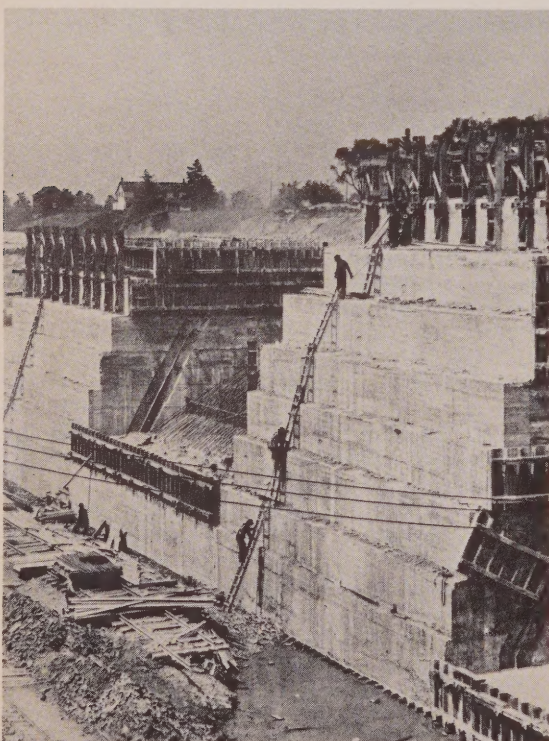
As the population of the burgeoning peninsula increased, so too did the demand for reliable transportation. The War of 1812 only aggravated an already inadequate situation as portage routes were disrupted by border skirmishes. The British, realizing just how vulnerable their transportation network was, determined that something had to be done to remedy the situation.

After the war, the completion of the *Erie Canal* in the United States further threatened economic stability. Merchants, angrily claiming that all trade would be diverted via Buffalo and New York, clamoured for a canal system of their own.

About the same time, *Robert Gourlay* was conducting a *Statistical Account of Upper Canada* for the years 1817 and 1818. This survey, which provided a thorough account of life in Upper Canada, also asked residents to suggest the best route for a canal through the Niagara Peninsula. Gourlay compiled the various responses and prepared a map of *Practicable Water Communications between Lakes Erie and Ontario*.



Shickluna Shipyard, circa 1866. Oak Hill, the home of William Hamilton Merritt is visible in the background.



The route chosen for the fourth canal was the most direct and ambitious. The only deviation in the route occurred at the City of Welland. This canal was officially opened in 1932.

Two routes were advocated for the *Grand Niagara Canal*. The first route was proposed based on the hope that: *"if eternal peace shall reign between the United States and Canada, the mouth of the Niagara River is, and probably ever will be, the best harbour on the south side of Lake Ontario; and considerable advantage is to be gained by conducting the canal to some distance westward on Lake Erie shore."* This route left Lake Erie, slightly west of Sugar Loaf, went northeast of Wainfleet Marsh to the Welland River, and then northeast over the brow of the Escarpment towards St. Davids and east to the Niagara River at Queenston.

An alternative proposed route went from Lake Erie at Sugar Loaf, north over Wainfleet Marsh, west of Short Hills and into the pond of Twenty Mile Creek at the present-day site of Jordan Harbour.

Gourlay included many other possibilities in his report but was adamant that the route chosen be on the British side for purposes of economic vitality, prestige and security.

Gourlay's plans, like those of his predecessors, amounted to nothing.

FIRST WELLAND CANAL

It took a particularly dry stretch of weather in 1818 and the indefatigable temperament of *William Hamilton Merritt* to really get the show on the road. Merritt was ideally suited to the task at hand: he was the right man, in the right place, at the right time. Born in Bedford, Westchester County, New York in 1793, the son of United Empire Loyalists, Merritt had received an excellent and diversified education. He had attended an Ancaster school run by *Richard Cockrel*, a leading educator and

land surveyor, who taught young Merritt basic mathematics, navigation and surveying. Merritt continued his formal education in St. John, New Brunswick, where he studied advanced navigation, surveying, Latin and mathematics.

When war was declared between the United States and Canada in 1812, Merritt served first as a lieutenant with the *Niagara Light Dragoons* and, later as a captain in the *Provincial Dragoons*. He saw action in some of the most decisive battles of the Niagara frontier: *Queenston Heights*, *Fort George*, *Stoney Creek* and *Lundy's Lane* where he was taken prisoner.

Several days after the proclamation of peace, Merritt married *Catharine Prendergast* and took up residence on the banks of the Twelve Mile Creek where he had purchased 10 hectares of land near *Shipman's Corners*.

Merritt's keen business acumen sensed the potential in the area and by 1816, he owned a store, farm, sawmill, flour mill, distillery, potashery, coopers and smithery—all in what is now downtown St. Catharines. He also discovered a salt spring on his property and manufactured salt by boiling water from the natural Escarpment spring and collecting the saline residue. Everything was going quite well for Merritt with one exception—all his mills were located on the Twelve Mile Creek and at the mercy of its capricious water supply.

The summer of 1818 proved disastrous: the creek dried to a trickle and the mill wheels stood immobile.

Merritt determined to correct this intolerable situation with characteristic vigor. Borrowing a level, he surveyed all the land which would be involved to link the *Chippewa Creek* to the *Twelve Mile Creek* and thereby ensure a reliable source of water for his mills.

What in effect began as a simple irrigation ditch blossomed into a full-blown canal proposal by the time Merritt presented his plan at a public meeting in Niagara.

Even Merritt expressed amazement at the way his project grew. *"Finding the supply of water for my flour mill in the village of St. Catharines was too limited in the summer months from that course. I first conceived the idea of obtaining a further supply from the Chippewa, the summit of which was but two miles distant. . . . This trivial affair shows that stupendous works arise from small beginnings."*

For the times, it was a bold and daring proposal: Upper Canada was still underpopulated and accustomed to turning to Britain for assistance, expertise and funding for any large undertaking.

Undaunted, Merritt forged ahead with his plans. He petitioned the provincial Legislature for assistance in building the canal and recommended using Twelve Mile Creek as the route. According to his calculations, the canal would climb 99 metres from Lake Ontario to Lake Erie via Port Dalhousie to the Escarpment, climb the Escarpment on an incline railway and then connect with the Welland River. He also requested that the government have another survey made, confident that it would advocate the same route.

There had been some initial opposition to Merritt's plan, particularly from those who lived in Niagara. *Andrew Heron*, editor of the *Niagara Gleaner* voiced the collective sentiment: *"If the intention is to bring the canal down the mountain in the channel of the 12 Mile Creek, we consider that impracticable. . . . We are decidedly of the opinion that the canal should come*

into the Niagara River, where every vessel would be sure of a good harbour. . . . Whatever is done, we hope it will be done on a large plan; paltry improvements are only throwing away money."

Following Merritt's recommendations, the government commissioned surveyor, *James G. Chewett* to conduct an independent survey of the area. Chewett's survey differed radically from Merritt's plan. Designed to avoid the volatile border area and to encourage community expansion, Chewett's route circuitously meandered through the peninsula from the Grand River to Hamilton. The government, however, when faced with the expense of implementing such a route dropped the matter entirely.

Once again, Merritt took up the cause. By 1823, he had raised enough money to hire *Hiram Tibbets*, an American engineer, to conduct yet another survey. Tibbets concurred with Merritt's original survey. Backed by this irrefutable evidence, Merritt reintroduced his petition to the government in May 1824. This time all he wanted was a charter to build the canal—the rest he would do himself.

On June 19, 1824, Merritt together with *George Keefer*, *Thomas Merritt*, *George Adams*, *William Chisholm*, *Paul Shipman*, *John DeCew* and *Joseph Smith* formed the *Welland Canal Company*. The company started out with capital of 40,000 pounds and provision was made in the charter for the eventual government purchase of the company after 30 years.

Having received a government charter, the first hurdle had been passed. The second proved more difficult—to raise the necessary cash. It was here that Merritt as agent and general manager excelled. He tirelessly expended his time and energy in raising funds throughout Canada, Britain and the United States. Solely through his efforts, the governments of both Upper and Lower Canada invested in the company. And he accomplished it all with considerable wit and aplomb.

One episode recalls how he informed the British of the Welland Canal Company through the prestigious London paper, *The Times*. Repeated attempts to get an interview with the editor were rebuffed with the excuse that he was too busy. Merritt eventually tired of the waiting game and told the busy editor that he could describe the entire project in five minutes. Intrigued, the editor pulled out his watch and said that he had five minutes *precisely*. Merritt pulled out a map and spreading it on a desk said: *"Here is Lake Erie, here are the Falls of Niagara, this is Lake Ontario, the St. Lawrence and Atlantic, and here is the route of the great Welland Canal."*

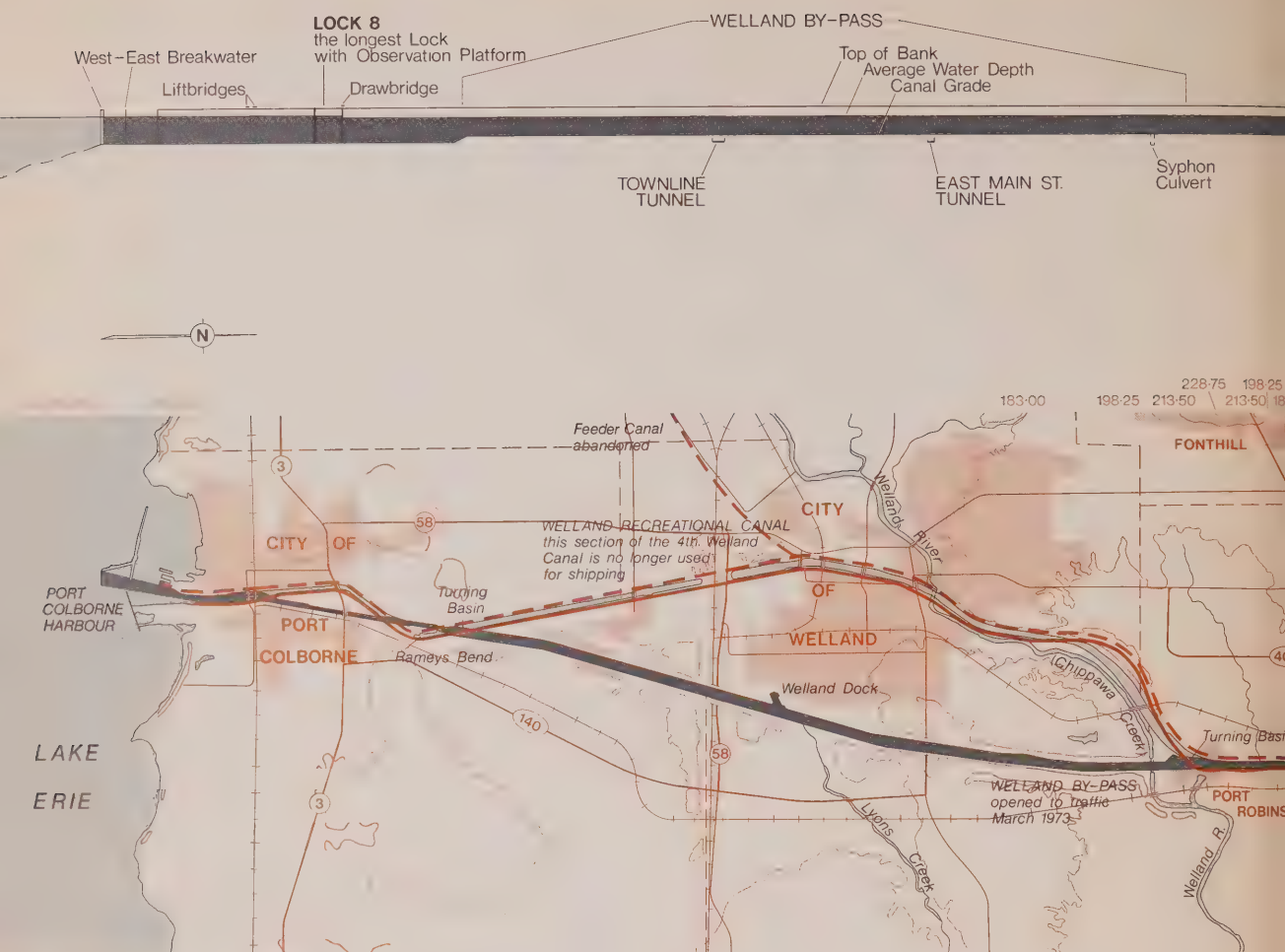
With that he concluded the interview. The next issue of *The Times* carried an article on the Welland Canal which aided Merritt's mission greatly.

Ironically, the Americans were the most easily persuaded to invest in the Welland Canal Company. Merritt solicited the help of *J.B. Yates*, a prominent New York investor, who induced more Americans to invest in the venture than anyone else.

With some of the necessary funding secured, the sod-turning ceremony took place at *Allanburg* on November 30, 1824. Disappointed by the turnout, Merritt stated with conviction: *"We have determined to depend on others no longer, but apply our own shoulders to the wheel and set about in good earnest."*

Construction on the first canal began as soon as the sod-turning ceremony was over. (Continued on page 12)

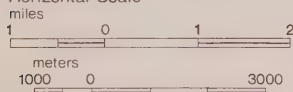
THE WELLAND CANALS



MAP LEGEND

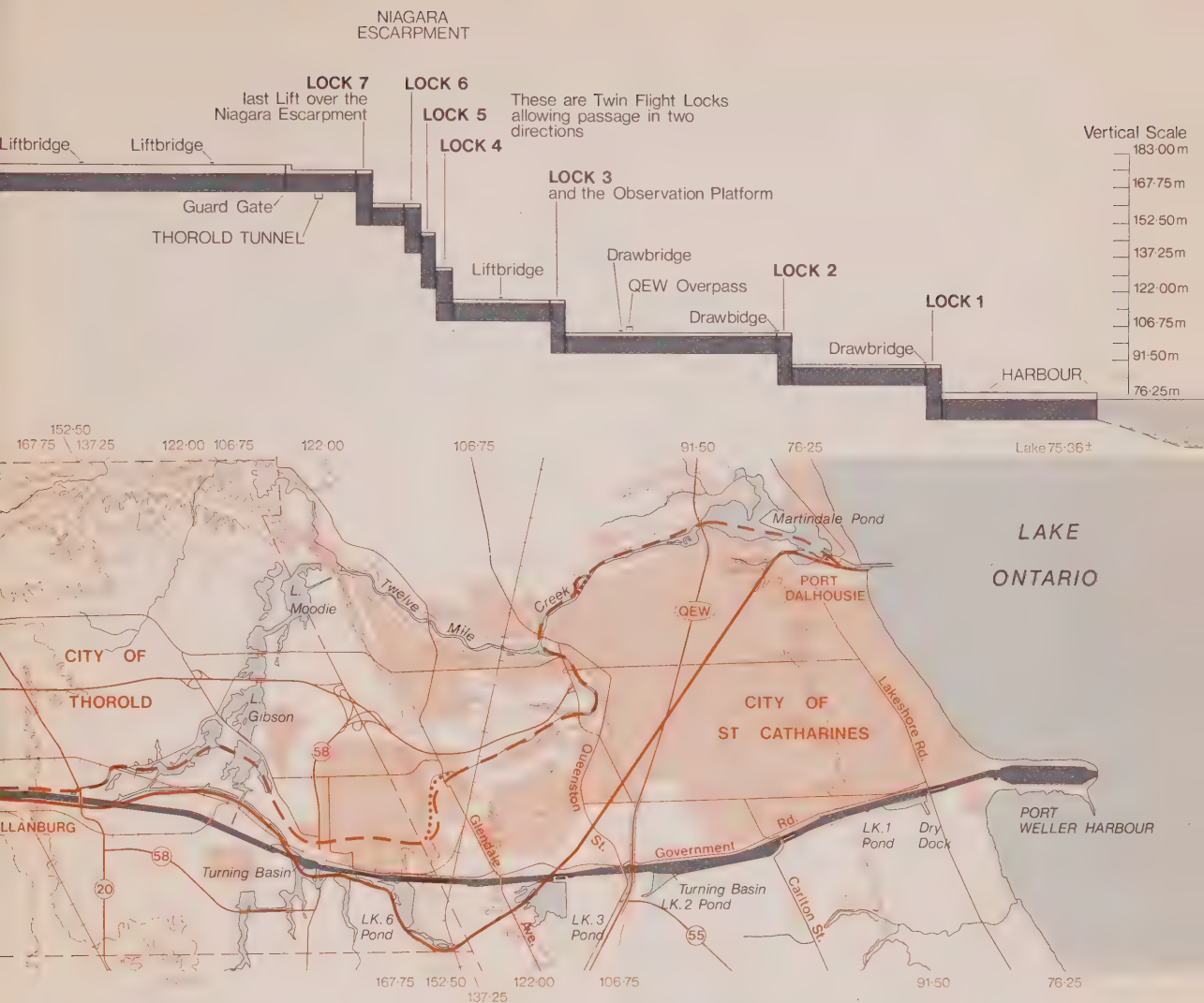
PROVINCIAL HIGHWAY.....	—————
REGIONAL and LOCAL ROAD.....	—————
AREA MUNICIPALITY.....	- - - - -
RAILWAY.....	—+—+—+—
BUILT-UP AREA.....	■■■■■
LOCK.....	—■—
FIRST WELLAND CANAL.....	—■—
SECOND WELLAND CANAL where differs from first.....
THIRD WELLAND CANAL.....	—■—
FOURTH WELLAND CANAL.....	■■■■■

Horizontal Scale



CANAL CHRONOLOGY

- 1805-1818 Several schemes for canals in the peninsula are proposed. Most involve the connection of existing streams.
- 1818 William Hamilton Merritt, in search of a good source of water for his mills in St. Catharines, proposed a channel to connect the Twelve with the Welland River. Upper Canada spends 2,000 pounds on a survey of a canal connecting lakes Erie and Ontario, and decides on a Hamilton-Grand River route.
- 1823 Merritt raises private funds for another survey of his proposed route.
- 1824 The Welland Canal Company is formed, with 40,000 pounds capital and George Keefer of Thorold as the first president. Sod is turned for the canal on November 30 at Allanburg.
- 1825-1829 Canal is under construction. Company suffers severe financial losses. Inadequate water supply and engineering difficulties forces construction of Feeder Canal from Port Robinson to Grand River.



- | | |
|-----------|--|
| 1829 | First Welland Canal opened on November 30. |
| 1831–1833 | Work is completed on extension of canal from Welland to Port Colborne. |
| 1837–1841 | Upper Canada turns all loans made to company into stock and takes over control of Welland Canal Company. |
| 1842–1853 | Second Welland Canal is constructed. |
| 1872–1887 | Third Welland Canal is constructed. |
| 1913–1932 | Fourth Welland Canal is constructed, with project stalled during First World War. |
| 1965–1973 | By-pass of City of Welland is constructed. |
| 1974 | 150th Anniversary of the commencement of construction of the First Welland Canal. |

EVOLUTION OF THE WELLAND CANAL

First Welland Canal

Known as:	First Welland Canal
Built:	1824–1833
Length:	28 miles
Number of Locks:	40 of oak timber
Length of Locks:	110'
Width of Locks:	22'
Depth of Locks:	8'

Second Welland Canal

Known as:	Old Welland Canal
Built:	1842–1853
Length:	—
Number of Locks:	26 of masonry
Length of Locks:	150'
Width of Locks:	26.5'
Depth of Locks:	12'

Third Welland Canal

Known as:	New Welland Canal
Built:	1872–1887
Length:	23 miles
Number of Locks:	25 of masonry
Length of Locks:	270'
Width of Locks:	45'
Depth of Locks:	14'

Fourth Welland Canal

Known as:	Welland Ship Canal
Built:	1913–1932
Length:	27 miles
Number of Locks:	8 of concrete
Length of Locks:	859'
Width of Locks:	80'
Depth of Locks:	25.5'
Time to fill one Lock:	8 minutes



Construction of the Third Welland Canal. While the chosen route was more direct than two previous attempts, locks were still 'shelved' into the Escarpment.

"The route chosen reflected the close interaction between the canal and the landscape. The engineering difficulties and enormous construction costs of putting the canal through terrain which is particularly undulating in the northern third of the peninsula led the designers to construct the canal along the path of least resistance. The First Canal wound around the landscape, utilizing the natural streams of the Twelve Mile and Chippewa Creeks as channels, and using existing ravines as foundations for sections of artificial channel, thus reducing the necessary amount of excavations. The Niagara Escarpment was one of the major obstacles facing engineers, for here the canal had to climb some 200 feet of the 326 foot difference between the two lakes. The first Canal climbed up the face of the Escarpment sideways and the locks were 'nestled' into the slope parallel to it."

It was an awesome task—one that was accomplished with picks, shovels, ox-drawn scoops, blasting powder, grim determination and raw muscle power. Contracts were awarded in half mile sections, with each contractor accepting a small deposit for the work and collecting the balance of the money after the completion of his section. Although local tales of wives hitched to the scoops seem a bit far-fetched, the work was nonetheless back-breaking and gruelling.

Merritt was involved in every stage of the construction, often riding 48 kilometres a day inspecting the line, settling disputes and listening to grievances: *"I have to attend the whole line, keep a detail of the proceedings*

on each job and a copy of all accounts; decide on all plans and specifications of Engineers; encourage and alternately censure each Contractor; urge them on as well as the Engineers, particularly that part which requires more labour; look out for contractors; find out what difficult jobs cost; compare the value of excavation and have my whole mind and attention placed on the work. Also answer and attend to various applications, settle disputes, spend as much time in talking as working. . . ."

And when cholera raged through the work camps turning men into walking skeletons and filling the cemetery at Thorold, Merritt was also there encouraging and giving assistance whenever possible.

His contractors were constantly faced with unforeseen difficulties and hardships: the initial route was altered considerably and the canal size was increased to conform to the American Erie Canal. The revised, larger dimensions necessitated deeper excavations particularly between Allanburg and Port Robinson. This section, known as the "Deep Cut" had been awarded to contractor, Oliver Phelps.

Through 1826 to 1827, Phelps could be seen at any time of the day or night riding up and down the line on his old grey horse giving suitable directions and encouraging his men. Over 1,000 men and 100 horse teams toiled at the Deep Cut section and constructed the locks located there. Then on October 25, 1828, just ten days before the expected completion of the canal, disaster struck! Landslides occurred between Allanburg and Port Robinson in the Deep Cut section.

(Continued on page 37)

Owls in the Family

When a friend talked Kay McKeever into playing good Samaritan to a baby screech owl in 1965, she hadn't the faintest inkling that her interest in the fate of the tiny, wide-eyed creature would blossom into a lifelong devotion to rehabilitating owls. Now—nearly twenty years later—McKeever and her husband, Larry, run the *Owl Rehabilitation Research Foundation* near Vineland, the largest facility of its kind in the world.

That first owl died inexplicably within ten days of its arrival at McKeever's home. It was her bewilderment at that puzzling death that led her to investigate further, establishing the foundation of the knowledge which has made her a widely-respected authority on owls; winner, with Larry, of the Conservation Trophy awarded by the Federation of Ontario Naturalists; recipient, also with Larry, of an honorary Doctor of Laws degree from Brock University; subject of a National Film Board documentary titled *The Lady and the Owl*; and author of two books, a definitive manual on the care of injured owls as well as the delightful children's story, *A Family for Minerva*.

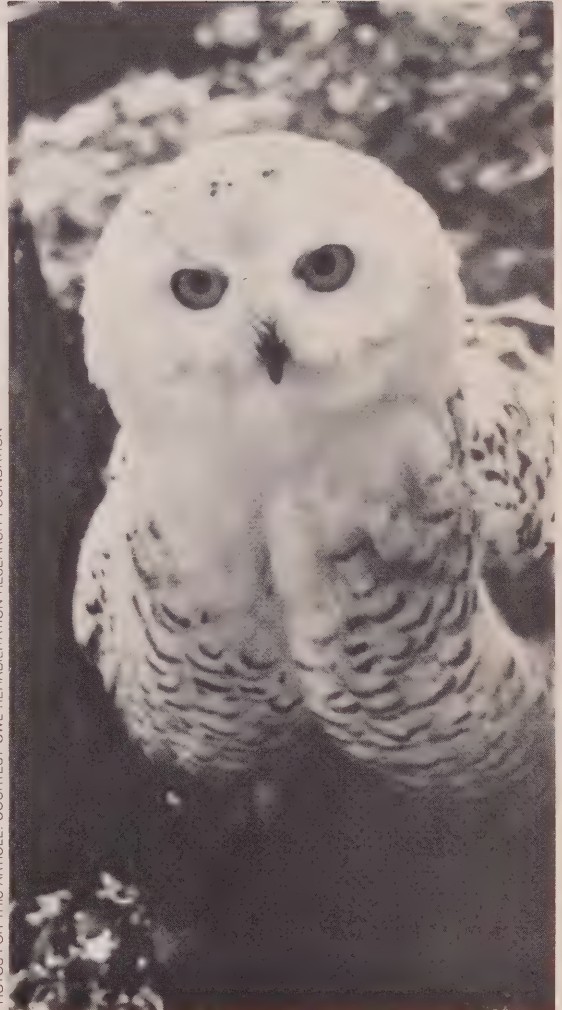
"My curiosity was certainly whetted by my experience with that little owl. The only smart thing I did was to take its body to the curator of the bird section at the Royal Ontario Museum. I handed it to him and I asked, "What happened?" McKeever said.

Once the post mortem was completed, a dismayed McKeever found the owl had been killed by poisons in the earthworms she'd so painstakingly collected from a nearby orchard and chopped up to feed it.

"The orchards around here probably had the most contaminated soil in North America. Many poisonous sprays used to go on that orchard every year during the fifties and sixties. You can imagine the kind of contamination there was in the earth when these poisons washed off the trees," she said. "I'd read Rachel Carson's book, *Silent Spring*, but I just hadn't put two and two together. I thought all that happened somewhere else, not here."

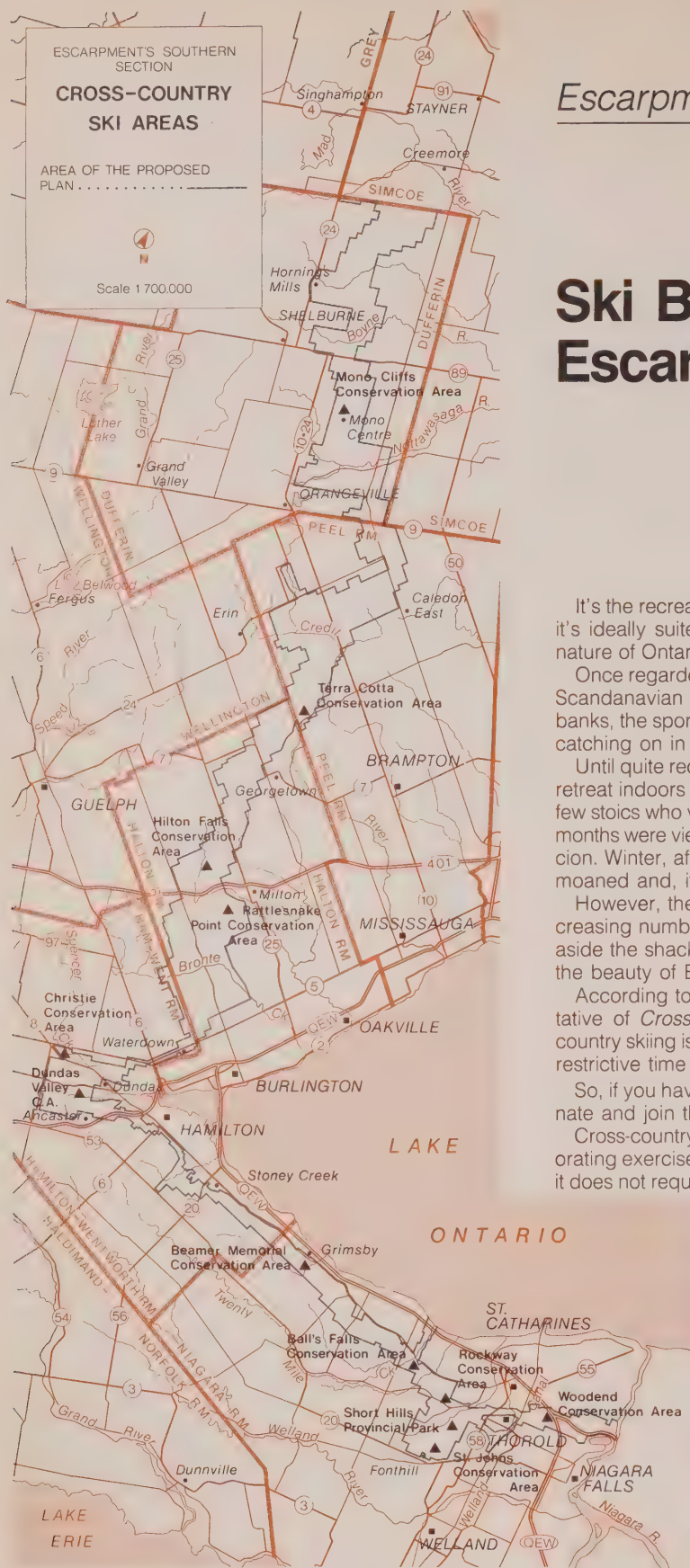
A recurring theme in McKeever's conversation and writing is the harmful effect of human interference on wildlife in general, and on owls in particular. This candid woman pulls no punches in her assessment of the role played by mankind in the destruction of wildlife.

(Continued on page 39)



PHOTOS FOR THIS ARTICLE: COURTESY OWL REHABILITATION RESEARCH FOUNDATION

Permanently crippled wild Snowy Owl has become the mother of six broods hatched in captivity and later released in northern Ontario.



Escarpment Recreation

Ski Buffs Tackle Escarpment Trails

It's the recreational phenomenon of the decade—and it's ideally suited to the rolling topography and linear nature of Ontario's 725-kilometre Niagara Escarpment.

Once regarded with the same scepticism as that other Scandinavian custom of charging naked into snowbanks, the sport of cross-country or Nordic skiing is now catching on in pandemic proportions.

Until quite recently, winter's onset signalled a massed retreat indoors for the vast majority of Ontarians. Those few stoics who ventured outdoors in the ensuing blustery months were viewed with a combination of pity and suspicion. Winter, after all, was a season to be endured, be-moaned and, if possible, ignored.

However, these attitudes are rapidly changing as increasing numbers of cross-country ski enthusiasts cast aside the shackles of winter confinement and discover the beauty of Escarpment trails.

According to cross-country ski expert and representative of *Cross-Country Canada*, Mike Exall: "Cross-country skiing is a vehicle of liberation at an exceptionally restrictive time of year."

So, if you have decided to shake off the urge to hibernate and join the ranks of winter revellers—read on!

Cross-country skiing provides many benefits: it is invigorating exercise; it can be practised by the entire family; it does not require enormous investments in high-impact

plastic; it is relatively safe—few cross-country skiers break bones; it is easy to learn and it is as natural to the body as walking. The key to enjoying the sport of cross-country skiing is to purchase lightweight, dependable and durable equipment. That relatively simple task proves a stumbling block for many first-time buyers. The popularity of Nordic skiing has been accompanied by the inevitable and desirable increase in available equipment. Therefore, the consumer is often faced with confusing arrays of skis and

accessory equipment without having the benefit of practical experience to assist in making the best decision.

Cuesta has researched some of the pitfalls to avoid when purchasing cross-country equipment and provides this guide for the potential skier:

"Basically, there are three types of skis: racing, light touring and touring," noted ski buff Mike Exall.

Exall recommends that most recreational skiers opt for the light touring ski. Unless, of course, what is required is a glorified snowshoe for whacking around in the bush, then the touring ski is recommended. The racing ski, by definition, is purchased by those engaged in the more competitive aspects of the sport.

Now that we have zeroed in on the type of ski to buy, we are faced with another dilemma—to wax or not to wax?

Skis are manufactured of both fibreglass and wood and that fact, combined with the fact that they can also be waxless, forms the central core of a debate that has raged for years with no resolution.

The purist extols the texture, beauty, aesthetics and tradition inherent in the wooden ski and applies waxes and klisters with ritualistic fervour; the pragmatist points to the quality, longevity, performance and ease of fibreglass; and the novice, hoping for some guidance, is bewildered by the entire subject.

"Wood skis are going the way of the wooden paddle and the cedar-strip canoe," affirmed Exall as he outlined reasons for his support of the concept of waxless skis. "What is important to the recreational skier is time on the trail and anything that puts up psychological barriers between the skier and the sport should be dispensed with."

Exall also noted that two fibreglass waxless skis emerged overall winners during a recent international test of skiing equipment in which he participated.

"This is not to say that a waxing ski is not as good as waxless," explained Exall. "It is simply that all people apply wax differently and, therefore, obtain variable results."

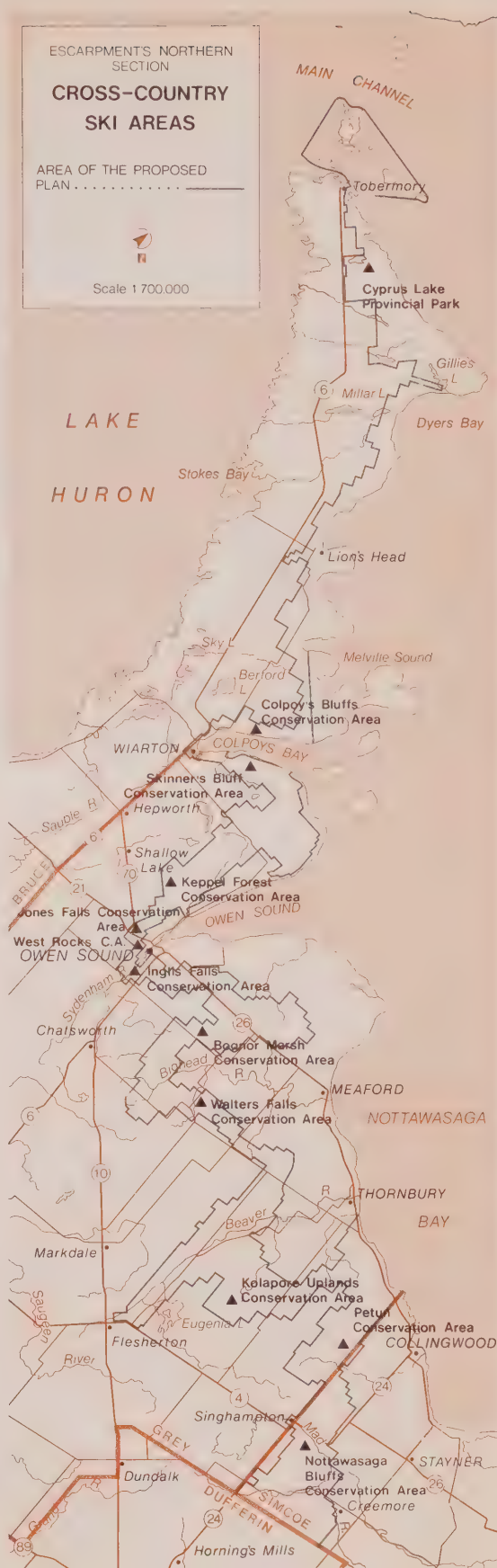
Waxing has generally been the beginners' biggest bugaboo—the neophyte has been known to go into a complete tizzy when faced with waxes and klisters of every conceivable colour and assume that the problem is insurmountable. Therefore, if a waxless ski is purchased, the first-time skier vaults the waxing hurdle and will find more time for the sport.

But for those diehards who must wax, the following is a basic review of the technique. However, according to Exall: "Good waxing is no substitute for poor skiing technique."

Waxing serves two apparently contradictory functions: providing grip and facilitating slide.

When newly waxed skis slide across the snow, friction causes the top layer of snow to melt giving the ski a bed of water ball-bearings to glide across. When the skis stop moving and weight is transferred to them, the snow crystals penetrate into the wax and cause the skis to grip.

As the snow changes characteristics, the wax must be changed. For example, a fresh powder snow will penetrate a hard wax because of its sharp angular crystals. As the snow gets warmer and wetter, the crystals are less angular and will not penetrate hard wax; therefore, to achieve grip a softer wax must be used. This system continues until conditions become icy or slushy when the





Cross-country skiing appeals to those who relish the competitive aspects of the sport as well as those who delight in the quiet solitude of tree-lined trails.

softest of all waxes, the klisters, are used.

A sure sign that you have used the wrong wax is the inability to negotiate uphill or the execution of a manoeuvre known in ski circles as the "nose-plow" with embarrassing frequency.

Cross-country boots are as important, perhaps even more important, than skis. Boots should be durable, flexible and offer substantial lateral support. When trying on boots be sure to wear two pairs of socks and check that the boots fit snugly allowing toes to wiggle without heel slippage.

"Buy the very best boot you can afford," advises our expert, "and as a general rule, the better the boot; the better the fit; and the better the wear."

It is preferable to buy boots made of leather uppers and if you plan to be adventurous and ski away from groomed trails, a pair of gaiters is an essential accessory. These sporty adaptations of grandfather's spats will keep the snow out of boots and from clinging to woollen socks.

Good ski poles should be lightweight, strong and need not be expensive.

As to clothing, remember that clothing suitable for Alpine skiing and snowmobiling is downright dangerous for cross-country skiing.

Cross-country skiers expend the same amount of energy as joggers; therefore, the secret is to stay warm and dry by dressing in layers.

"Cross-country skiing is not a fashion show, but a sport that effectively builds cardiovascular and external body strength; therefore, choose clothing that will transport moisture away from the body and reflect the strenuousness of the sport," cautions Exall.



Most experienced skiers will highly recommend wool which can transport perspiration away from the body; however, if the very thought of woollen undies sets you twitching, consider a cotton fish-net vest topped with a woollen sweater or shirt. Whatever is chosen, the top-most layer should be a wind-resistant, cotton-polyester shell. Knickers are functional, fashionable and fun but not really necessary. However, a good woollen toque and a pair of warm mitts are essential. And as for the toque, a whimsical sense of the ridiculous is quite appropriate.

Now that you are outfitted and ready to take to the trails—a word about technique.

An expert skier develops so flawless a glide that all momentum is directed forward with an imperceptible shifting of weight; the outreaching arms stroke precisely and powerful legs alternately kick and glide with rhythmic harmony. This fluid forward momentum is obtained by pushing down and back on one ski while gliding forward on the other. Known as the diagonal stride, this basic technique must be mastered by all would-be skiers.

The novice is wise to engage in a program of exercise prior to strapping on the skis and entering the fray. First consult your physician and then design a physical fitness program which will build up stamina and upper body strength.

"Walking and jogging are great exercise and will help build up the muscles needed to enjoy this sport," said Exall.

But before rushing to enter the biathlon, a final word of caution:

- *Always eat well before skiing—a hearty, substantial breakfast is a must.*
- *Never ski alone and never ski in wilderness or off-track areas unless you are an experienced off-track skier.*
- *Take a first-aid course—this is not to assume that cross-country skiing is dangerous; however, such precautions are advisable.*
- *Do not ski at night and do not cross lakes.*
- *Keep spare clothes and socks in the car or, if you are out on a day trip, carry them with you in your pack.*
- *Carry something non-alcoholic to drink and some high energy food: "gorp"—a mixture of nuts, seeds, chocolate, dried fruit and coconut, often bound together with peanut butter or honey, is a favourite.*
- *Carry a repair kit, a flashlight, a knife and a first-aid kit.*

Also, to get the most out of your new-found sport, join a group of like-minded individuals. People who cross-country ski generally shun huge crowds and are likely to be found canoeing, hiking, sailing and golfing when not skiing. But although the cross-country skier likes and wants solitude, he does occasionally enjoy company—which probably accounts for the number of cross-country ski clubs around.

Several provincial organizations have been formed to represent the interests of cross-country skiers in Ontario. They are:

- *The Federation of Ontario Cross-Country Skiers* which was formed in 1973 by groups of clubs and individuals to emphasize the non-commercial, non-competitive aspects of the sport.

Members receive three newsletters a year and have access to the ski tours program sponsored by member clubs. Information is available by writing:

FOXCS
P.O. Box 1021
Station K
Toronto, Ontario
M4P 2V3

- *Cross-Country Canada* has over forty affiliated clubs and is the largest cross-country ski organization in Ontario. *Cross-Country Canada* deals with the competitive and program aspects of skiing; provides design expertise for cross-country facilities and offers programs for wilderness skiing and ski guiding. Information is available by writing:

CROSS-COUNTRY CANADA
CANADIAN SKI ASSOCIATION
SOUTHERN ONTARIO DIVISION
17 Mill Street
Willowdale, Ontario
M2P 1B3

- The *Ontario Ski Resort Association* will provide the cross-country enthusiast with an up-to-date listing of private ski resorts that offer groomed cross-country trails. Information is available by writing:

ONTARIO SKI RESORT ASSOCIATION
17 Mill Street
Willowdale, Ontario
M2P 1B3

So, whether you are already an expert who covers the trail with gliding strides or the novice who shuffles along with arms akimbo and a strategically placed "fanny pack", the Niagara Escarpment provides over 7,100 hectares of parkland ideally suited to the pursuit of Nordic skiing.

Cuesta lists some of the ski areas located on public and private lands within the 1,923 square-kilometre plan area of the Niagara Escarpment for the up-and-coming recreational sport of cross-country skiing.

There are more than 60 cross-country trails located on or near the Niagara Escarpment—many of them on sections of the Bruce Trail or within conservation areas. Some conservation areas may charge a user fee.

The popular publication *Cross-Country Skiing on the Bruce Trail* identifies areas associated with the Bruce Trail and is available in many bookstores and by writing the Bruce Trail Association, P.O. Box 857, Hamilton, Ontario, L8N 3N9.

ESCARPMENT CROSS-COUNTRY SKI AREAS

NIAGARA REGION

Ball's Falls Conservation Area

This 90-hectare park situated on the Twenty-Mile Creek south of Jordan is within the jurisdiction of the Niagara Peninsula Conservation Authority. This authority actively encourages and supports cross-country skiing.

Beamer Memorial Conservation Area

A 50-hectare park situated on the Forty Mile Creek, south of Grimsby, has several trails on the property including portions of the Bruce Trail.

Rockway Conservation Area

This 85-hectare park is located on Fifteen Mile Creek west of St. Catharines. The Bruce Trail and other trails cross this property which is used extensively for cross-country skiing and other winter sports.

(Continued on page 46)

The Great Horseshoe Train Wreck

Exhibition Special Derailed at Caledon's Horseshoe Curve

On September 3, 1907 at 9:35 a.m. a passenger train bound for the Canadian National Exhibition met with disaster in the rolling farmland of the Caledon Hills.

Six persons died instantly in the wreckage, at least two others died later in Toronto hospitals, and 114 were injured in what was later to be known as *The Great Horseshoe Train Wreck*.

Today, the scene of the wreck is a deceptively peaceful farm on the Third Line of Caledon Township, east of Hurontario Street; seventy-six years ago it was the rail route selected by the Grey and Bruce Railway to climb the Niagara Escarpment.

The Grey and Bruce line came northwest from Bolton towards Orangeville, through the village of Mono Road and then to Charleston (Caledon) where the Escarpment was traversed by means of a double curve—dubbed the Horseshoe. In order to climb the Escarpment to the high county of Dufferin a curve of 141 metres was required to surmount the 26 metre height differential in less than .5 kilometres actual straight distance.

The ill-fated train, packed with holiday-makers, left Markdale at 7:35 a.m. and pulled out of the Orangeville depot at 9:15 a.m.—about an hour behind schedule.

At the controls of C.P.R. engine #555, a 13-year-old locomotive which had undergone last minute repairs the previous night, was a 23-year-old engineer, George Hodge assisted by fireman, James Ross. Taking care of passengers in the seven coaches was conductor Matthew Grimes.

When the accident occurred eyewitness accounts estimated that the train was running between 80 and 97 kilometres an hour and that the engineer did not slow down to negotiate the treacherous first curve of the Horseshoe.

Passenger W.J. Shepherdson recalled, *"All the way down to Orangeville we were going very fast, everyone in the passenger car remarked that the speed was excessive."*

John Thurston of Walters Falls, one of the victims, was overheard to say as the train approached the fatal curve, *"We are going an awful lick!"*



PHOTO: COURTESY BOSTON MILLS PRESS

AN ACCURATE SKETCH OF THE WRECK



An accurate sketch of the Great Horseshoe Train Wreck drawn by a first-hand observer of the Caledon disaster.

Instead of rounding to, engine #555 overshot the rails and continued for about 107 metres before landing in a ditch.

On September 5, 1907 the Orangeville Sun carried the following report of the tragedy:

The big engine lay on its side stripped of everything, the demolished frame of the tender some 20 feet behind and the tank thrown clean over its back. The first car, a combination mail and smoker, was packed with men. It had followed the engine and was splintered into matchwood. . . two were killed in this car and how anyone escaped is simply miraculous. The second coach dived just after the locomotive left the rails and rolled over two or three times and landed on its back in the field. Two were killed in the rear end of this car. This coach followed the second and past it, turning once or twice and landed partly on its back in the field beside the second coach, the rear end being completely ground-off. The fourth coach following close beside the track was piled upon the wreck of the mail and smoker. The fifth coach telescoped the fourth for about 20 feet. The sixth car sustained little damage and the seventh was not damaged at all. . . All the cars were piled up and five of them were fit only for kindling wood.

Two investigations were subsequently launched.

One, on behalf of the Peel County, was held in Orangeville where a dozen witnesses attested to the speed of the train. . . "she was going like greased lightning. . . " "the fastest I was ever on. . . " and every station agent between Owen Sound and Caledon was subpoenaed. The crew of the train were summoned and questioned as to their movements on the night preceding the wreck. Accusations were rife that Hodge and Ross had been drinking the night before and were drunk when

they boarded the train. However, a Markdale resident by the name of Jackson testified that all three crew members were sober when they boarded the train.

Although the results of this hearing were contradictory, by September 30, 1907 engineer Hodge and conductor Grimes had been placed under arrest and charged with criminal negligence.

Yet another inquest was held in Toronto as to the cause of death of Richard Bell of Shrigley, a fatality of the wreck.

The Canadian Pacific Railway was represented by Angus MacMurchy, and T.C. Robinette, one of Canada's foremost defence lawyers, represented engineer Hodge.

The line of defence was that the train was not running at excessive speeds and that the engine was a "roller" that had been taken off another division as unfit for that roadbed.

George Hodge testified that: "I had been working as an engineer since January, previous to which I had been firing for five years. I had only run a passenger train once before. This was my first passenger run over this branch of the road, I was going from 15 to 20 miles per hour with perfect control of my engine. I left Caledon one minute late but was not endeavouring to make up time (Hodge had received new orders in Caledon). I believe I had a good record with the company. I was never suspended or had any difficulties."

The jury brought in a verdict of not guilty which was met with cheers from a packed courtroom.

More than a year after the trial, lawsuits and claims for damages were still being settled.

Eventually all rail traffic was rerouted from the Horseshoe to the Forks of the Credit trestle. The Horseshoe's rails were taken up in May 1933—ironically, the very last wrecking train to use the Horseshoe curve hit and killed an onlooker. ■



Escarpment Provides Shelter for Niagara's Wine Grapes



PHOTO COURTESY, INNISKILLIN WINES INC.

Fine wine must have more than simply good taste. Donald Ziraldo (left) waits as partner Karl Kaiser assesses the bouquet.

Karl Kaiser and Donald Ziraldo, partners in Inniskillin Wines Inc., have taken dead aim at the growing world market for medium-priced table wines. That the wines produced at this small winery in Niagara-on-the-Lake, Ontario, have made significant inroads into a market dominated by Europeans is a tribute to their winemaking skills and the excellence of their products. Inniskillin wines are now sold to wine connoisseurs across Canada as well as in the United States, Barbados, Japan, Germany and France where they're represented by the famous house of F. Chauvenet.

Kaiser estimates that in the nine years since the winery was established in 1974, Inniskillin's wines have captured about one per cent of the Canadian table-wine market (two per cent in Ontario), no small achievement for a winery where production is limited to roughly 909,200 litres annually. So popular have their wines become that some varieties are sold out within months of being released. Other varieties, such as *Gamay Noir* and *Chardonnay*, have only recently been produced in quantities large enough to make them available for general distribution. Previously, they could be bought only at the Rare Wine and Spirits Stores in Toronto and Ottawa or at Inniskillin's own boutiques at the winery and at First Canadian Place in Toronto.

Kaiser and Ziraldo have a straightforward, no-nonsense approach to winemaking. "We want to make the best wines we can. Our aim is to be accepted among the world's finest wines", Kaiser said in an interview at the winery located on the Niagara Parkway overlooking the Niagara River.

In their quest for excellence, they have won many awards which are displayed on the wall of Kaiser's simple, functional office. However, Kaiser is reluctant to discuss these, preferring to view them as merely a personal point of reference when assessing his ability as a winemaker.

"People shouldn't be influenced by how many awards a wine has won. They should rely on their own taste," he said.

Kaiser, an Austrian teacher who immigrated to Canada in 1969, and Ziraldo, son of a St. Catharines nursery owner, seemed an unlikely pair to start a winery—at least on the surface. However, neither was a complete stranger to the winemaking business. Part of Ziraldo's family farm had been devoted to growing grapevines which were then sold to area wineries. And Kaiser had been educated in Catholic monasteries in Austria where viniculture plays an important role in everyday life.

"Every monastery has its own vineyards," Kaiser said and, as a youthful student, he absorbed much of his knowledge of winemaking as well as a fascination for the ancient craft.

(Continued on page 48)

The Escarpment Art of Robert Bateman

High on a hill, surrounded by four hectares of outstanding Escarpment scenery, stands a rugged pine and stucco house—home of internationally renowned wildlife artist and naturalist, Robert Bateman.

Bateman purchased his secluded Escarpment property, located some 64 kilometres west of Toronto, near the Town of Milton, while still in his twenties because it had all the features he wanted: a stream, a woodlot and a view. Later, when he designed and constructed his home, where he now lives with his wife Birgit Freybe Bateman and their two young sons Christopher and Robbie, he took full advantage of the panorama.

Today, from his studio window he gazes across unobstructed fields and meadows to the Escarpment cliff-face known as Rattlesnake Point.

"When I was looking for my property, the Escarpment area provided the best natural, rough country near Toronto," recalled Bateman. "I drew a line around the city in order to be near the art galleries and museums and simply selected the most beautiful area I could find."

For the past twenty-five years the Escarpment area has provided the background materials and inspiration for many of his sensitive and detailed paintings: its characteristic landscape, rock strata and wildlife figure prominently in much of his art while the proximity of its natural areas acts as a catalyst in his creative process.

"My own habitat—where I live—is the most important thing in my life next to my ability to create," affirmed Bateman. "To be able to wander outside of my home and go for a hike is basically a very spiritual and high priority thing with me."

Each afternoon, he sets aside a part of his day to explore and rediscover his Escarpment property never losing his fascination for the complexity of its landscape, its aesthetic qualities and the habits of its wildlife. And should something catch his artist's eye, because of its shape or texture, it will be placed in his knapsack perhaps to make an appearance later as part of a Bateman original.

"My whole life has been spent observing the natural environment and the aesthetics of an area are of supreme importance to me—the Escarpment near me is still ab-



PHOTO: COURTESY NORMAN R. LIGHTFOOT

Robert Bateman

solutely gorgeous and relatively unchanged."

Robert Bateman is a man completely at one with his natural environment. It is not surprising, therefore, that the hallmark of a Bateman painting is an unusual and intuitive understanding of the relationship between wild creatures and their environment. In Bateman's more than 400 paintings, the subjects are portrayed as inseparable components of their surrounding habitat.

This holistic approach to the natural world and its inhabitants produces a painting in which the subject emerges as an entity unto itself, quite independent from man's influence.

Whether it is the noble presence of a Red-tailed Hawk surveying his territory from a lofty perch on Mount Nemo; or the soaring, free-wheeling aspiration of a young Barn Swallow; or the timid, frozen fear of a Cottontail Rabbit—the viewer is compelled to appreciate and understand the painting from the singular perspective of the bird or animal which is its subject. The use of this unusual perspective in his art conveys a sense of the moment: a feeling that the vibrancy of life has stilled for a heartbeat while the essence remains.

Robert Bateman's outstanding ability as both an artist and a naturalist has earned him the acclaim of international art critics as one of the finest wildlife artists in the world today. And of great importance to the artist himself is the recognition and approval he receives from colleagues.

Fellow artist and naturalist Roger Tory Peterson, one of Bateman's childhood heroes, says of his work that: "*It is characterized by superb naturalistic observation, by great technical skill, and by powerful artistic imagination.*"

And, Terence Shortt, another childhood mentor and one of Canada's foremost painters of birds, states that Bateman "*is a great artist, one with a style that sets him apart from any bird artist in the world today.*"

In 1975 when the Royal Ontario Museum assembled an exhibition of the greatest wildlife artists in the world, five of his paintings hung alongside those of *John James Audubon, Thomas Bewick, Terence Shortt and Burno Liljefors*. Currently, there is such unprecedented demand for the art of Robert Bateman that an original is sold by lottery—interested buyers place their names, literally in hats in the hope that their name will be drawn.

But it was not always so. For many years, while he maintained a large and enthusiastic international following, Bateman was virtually unknown in his native country.

Born in Toronto in 1930, Bateman grew up in the comfortable neighbourhood of north Forest Hill, in a house overlooking a relatively unspoiled ravine. Here, he developed his fascination for the natural world and became a keen observer of its inhabitants.

During these formative years, he was greatly influenced by Peterson's carefully illustrated *Field Guide to the Birds* and the detailed work of Louis Agassiz Fuertes—often spending hours pouring over colourful bird illustrations. By the time he was ten, his mother packed him off to classes at the Royal Ontario Museum where he joined the junior Field Naturalists and came under the influence and tutelage of James L. Baillie, curator of ornithology and Terence Shortt, the museum's chief illustrator.

It was with this group and later, with the intermediate Field Naturalists that he received the training which now allows him to accurately record the designs of nature to the approval of biologists, geologists, botanists and ornithologists. Every living creature that Bateman paints is anatomically perfect; every plant and flower is identifiable in every detail; and rock formations depicted in his art are instantly recognizable.

For many years his art evolved in two disparate ways—as a naturalist, he recorded the patterns of nature

in minute and exacting detail, as an artist he experimented with the style of impressionists and expressionists and was particularly influenced by *Cezanne, Degas, Tom Thomson and Emily Carr*.

He had studied with Gordon Payne who introduced him to the works of Picasso and later, while attending the University of Toronto, he studied with Carl Schaefer, a distinguished artist who had been associated with the Group of Seven. Schaefer valued economy of line and speed, insisting that anything that could not be painted with the end of a broom handle was not worth painting.

During this period, Bateman revelled in an eclectic style of art slipping in and out of phases of impressionism, cubism, Oriental art and expressionism. "*I actually evolved through several styles; trying out many variable concepts; enjoying the power of abstract form which is still the basis of much of my composition and positioning.*"

His two distinct types of painting—the naturalistic and artistic—continued to develop independently until a landmark exhibit by Andrew Wyeth at the Albright-Knox Gallery in 1963 fused Bateman's dual concept of art. He was profoundly moved by the exhibit which proved that realism could express artistic imagination. "*My art really emerged when I realized that it was acceptable to paint distinct forms—to move from the abstract to realism and not lose the painterly art, the art with a capital A.*"

Having always loved the natural world and the world of painterly art, he discovered that the two could merge compatibly in his gradually evolving and distinctive form of art.

Shortly after the Wyeth exhibit, Bateman accepted a two-year teaching position in Nigeria under the Canadian government's External Aid Program.

The landscape, texture and teeming wildlife of Africa fired his artistic imagination and Bateman absorbed the cultural diversity while recording the exotic variety around him.

While in Nairobi, he submitted two paintings to an art competition held by the East African Esso Company. Although he did not win, his paintings received immediate recognition from wildlife experts and caused a flurry of interest in the art community.

Returning from his overseas contract, Bateman took up permanent residence on his Escarpment property and continued to teach geography and art in nearby Burlington, while every spare moment was devoted to painting.

As part of a Centennial project in 1967, he painted some of Halton's historical buildings and typical southern Ontario landscapes. And as a result of this group of paintings, he developed a modest reputation as an artist in the Burlington area.

Bateman's life as a painter reached a turning point in 1975 when the Tryon Gallery in London, England, one of the most famous galleries of wildlife art in the world, asked him to stage a one-man exhibit. The unparalleled success of this show encouraged him to leave teaching and devote himself completely to his art.

It was a decision that he has never regretted. Currently, 100 of Bateman's paintings have been rendered into limited edition prints by Mill Pond Press in order to make his art more accessible. He has been the subject of several documentaries and has held a major exhibition of his art called "*Images of the Wild*" at the National Museum of Natural Science in Ottawa.

(Continued on page 29)





Mount Nemo with Meadowlarks



Gudgeon's Barn



Wily and Wary Red Fox

Rattlesnake Point in October



Winter Wren

Hiking with Smallwood





Turkey Vulture

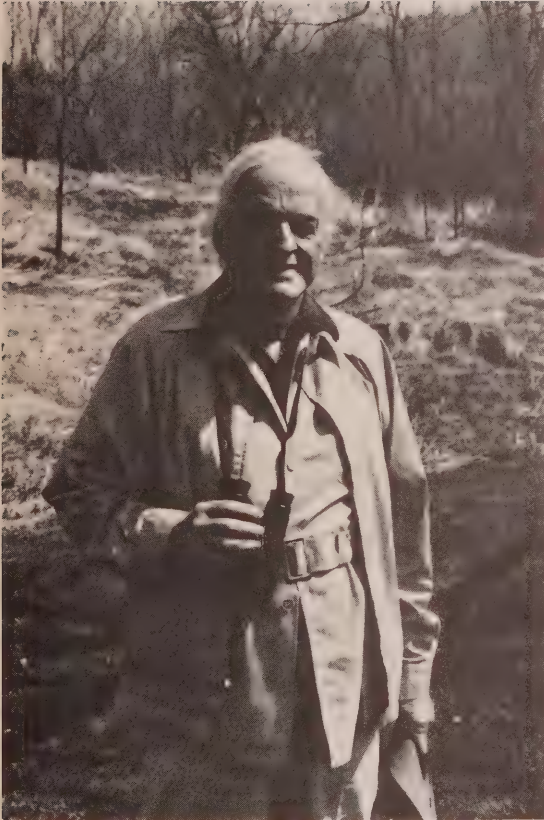


Cattletrails on Mount Nemo



Ruffed Grouse

Roger Tory Peterson



Roger Tory Peterson

Ontario's spring gets a head start at *Long Point Bird Observatory* located in the Backus Conservation Area near Port Rowan—and most avid bird enthusiasts know it!

Each year since 1975, naturalists throughout Ontario have gathered at Long Point during the first weekend in May for what has become an annual rite of passage—*The Jim Baillie Memorial Bird Count*. As wave upon wave

of spring migrants crowd the Lake Erie shoreline transforming the Long Point spit into a feathered beach-head, binocular bedecked birders prepare to record the northward advance of Ontario's returning bird population.

Long Point Bird Observatory, a nonprofit organization, hosts the event—known to initiates as the *Baillie Birdathon*—to raise funds for bird research and conservation. Sponsored guest celebrities participate in the birdathon to assist in raising funds and have included such leaders in the field of ornithology as Robert Bateman.

Last year's guest participant was world-renown ornithologist, naturalist and artist, Roger Tory Peterson.

Peterson's aim during the 24-hour 'century run' was to aid Canadian bird research and conservation by identifying as many bird species as possible. By the end of the birdathon, Peterson had identified 101 species and achieved his goal by single-handedly raising \$10,000.

A man ahead of his time, Peterson, 74, spearheaded the great environmental movement of the past few decades and emerged a titan in his chosen field. A great popularizer, Peterson revolutionized bird identification through his patternistic bird illustrations and through the introduction of identifiable field marks which distinguished features unique to each species. His famous *Field Guide to the Birds*, first published in 1934 and currently revised in a fourth edition is the definitive bird-watchers' handbook—an indisputable authority on bird identification.

Since that landmark publication, Peterson has expanded his considerable energies into all facets of natural science and into the perfection of his art. He firmly believes that: "*The real satisfaction in life comes from knowing that you have set the highest possible standards for yourself and lived up to them.*"

Cuesta was fortunate to obtain an exclusive interview with Roger Tory Peterson at Long Point on April 30, 1982.

Cuesta: Of your many contributions to the world of natural science, which one has given you the greatest personal satisfaction?

Peterson: *Although I suppose my Field Guide has been my major contribution, I like to think of myself as an artist and certainly my background has been that of a painter. In the Field Guides, I have been more of a teacher as the illustrations are rather patternistic to aid in identification. However, I want to do more of the other kind of painting—the kind of painting Bob Bateman is doing now canvasses for galleries and a more painterly kind of art.*

Cuesta: Did you ever think when you published the first Field Guide in 1934 that it would become your life's work?

Peterson: *No, I thought that once it was complete that would be it; but, it didn't turn out to be so. We are constantly learning more about birds; bird-watchers are becoming more sophisticated and demand more; and I paint better than I used to. I don't want to go to my grave with the other one as my creative artistic testament, so I will probably do it over again in another ten years. I will be 74 this summer but actually I am trying for 110!*

Cuesta: The Peterson Field Guides seem to run the entire gamut from seashells to butterflies, ferns and edible plants. How many books have you either authored or co-authored?

Peterson: *Actually I have authored about 14 or 15; edited perhaps 30 to 35 more and have illustrated another 30. I have done forewords for at least 100. I was delighted to do the introduction to Bob Bateman's book: he is a fellow artist whom I know well and whose work I admire greatly.*

Cuesta: In pursuit of rare and endangered species you have travelled throughout the world. Do you accept the risks you take as your entrance fee into the world of nature?

Peterson: *Yes I do, but I don't think of them as risks because you can slip and break your neck in the bathtub. It would be much more fun to break your neck falling off an iceberg.*

Cuesta: As you travel throughout the world do you notice signs of man's disregard toward the environment?

Peterson: *Yes, constantly. I am a little more hopeful about the North American continent than I am about other parts of the world. The tropics, for instance, are so poorly understood and so badly managed: they are much more delicate than people think. As far as our own Continent is concerned, I think people are aware of the environmental imbalances and are trying to correct them as much as possible. There is usually a great outcry when anything goes out of kilter.*

Cuesta: You once mentioned that birds were an environmental litmus paper. What precisely did you mean?

Peterson: *Birds have such a high rate of metabolism that they immediately reflect changes in the environment. They are like indicators, reflecting, even before we would, that something is wrong in the environment. If there are*

poisons or pollutants present in the environment, the birds will reflect it very quickly. If they are in trouble we must try to find out the reason before it can affect us.

Cuesta: Then the naturalist or the person in tune with subtle changes in nature would be the first to discern that something was environmentally wrong?

Peterson: *Right, because they know something of the real world. I use the term the real world to refer to the natural world. The world of steel and concrete is to me the unreal world. And birds are an important component of the real world—not just beautiful little things that fly. Birds are a vibrant part of the world around us and their significance is immeasurable.*

Cuesta: In the book that you co-authored with James Fisher, *The World of Birds*, you wrote that our world has suddenly become aware of its mortality. Pollution and deterioration of the environment are on everyone's mind and conservation has taken on a sense of urgency that cuts across all political lines. What steps do you feel must be taken to reverse this situation of environmental deterioration?

Peterson: *The deterioration of our environment affects us all and this is something we have to make people in government understand. It is sometimes a difficult task because although governments are politically astute, they often do not know what makes the natural world tick. When we have an administration that is environmentally knowledgeable, it is to the good of all; however, when we have a group that is biologically illiterate, then we are in trouble. This varies, of course, in different countries in the world—some countries are doing a fine job.*

Cuesta: Is your participation in the Jim Baillie Memorial Bird Count a way to heighten awareness of Canadian bird research and preservation?

Peterson: *Yes, and, of course, I was an old friend of Jim Baillie who was a pioneer in the study and preservation of Ontario's birds. I have just completed a similar birdathon in Texas for the National Audubon Society.*

Cuesta: Where would most of the birds sighted during the Baillie Birdathon have originated?

Peterson: *The ones that are coming in now, the warblers, will be coming from the American tropics, Central America—even South America. Some of the birds will be permanent residents. Chickadees have been here all year; but the grackles will have wintered in the southern states. The barn swallows are here now and they winter in the tropics.*

Cuesta: Is Long Point the final destination or just a stopping off point?

Peterson: *Actually, the barn swallows may stay here; but many of the warblers will live in the northern woods and forests of Canada where there is lots of spruce and balsam. Many will migrate for several hundred miles farther before stopping.*



Cuesta: Over 300 species of birds either migrate through or nest within the Niagara Escarpment. This unique 725-kilometre linear rib of limestone provides a wide variety of natural habitat. How vital to the survival of migrant species are the forested areas of southern Ontario?

(Continued from page 22)

A second edition of the wildly successful book, *The Art of Robert Bateman*, is proving an anomaly in the field of art books by chalking up record sales. And he has designed a series of five Canadian postage stamps featuring the *Eastern Cougar*, *Peregrine Falcon*, *Bowhead Whale*, *Prairie Chicken* and *Wood Bison*.

A prodigious traveller, Bateman has explored the farthest reaches of the globe, often travelling to out-of-the-way places as artist-in-residence with the Lindblad travel organization. And, perhaps because of his reverence for the abundant variety within the natural world, he views the shrinking cultural differences within the world today with concern.

What Marshall McLuhan identified as the Global Village, Bateman has dubbed Instant Pudding—a homogenous and unpalatable blobbing together of everything and everyone.

Not a man to stand idly by while everything is rendered into instant pudding, Bateman has become actively involved in many conservation groups such as the Sierra Club and the Hamilton Field Naturalists. Currently, he is serving as chairman of the education committee for the Halton Region Conservation Authority's Crawford Lake

Peterson: *Natural forested areas are very necessary because the birds must come down. They can't make that whole flight to the northern woods without stopping and refuelling and these remaining forests are terribly important. Although many birds may reside in the Escarpment area, others will use it as a sort of highway.*

Cuesta: Do you feel that some protection should be afforded to the remaining natural areas of southern Ontario?

Peterson: *Yes, definitely, the protection of these areas is critical. Natural areas are islands of the original ecosystem and without them the birds would suffer terribly. Birds have a great sense of survival but they can't fight the impossible so we have got to help them a bit. We have occupied so much of the world now, let us leave a little for them.*

Cuesta wishes to acknowledge the assistance of Long Point Observatory's Executive Director, David J.T. Hussell, in arranging the interview with Mr. Peterson. ■

Indian Village and Conservation Centre fund raising project.

A member of the Niagara Escarpment Commission since its inception in 1973, he sees his role as a representative of the public-at-large as preserving the integrity of natural Escarpment areas for generations to come while planning for compatible development and multiple uses.

"There have to be some areas of the world which are allowed to retain their beauty and variety. Some options must be left for people to enjoy the remnants of our natural heritage," Bateman said. *"When I drive through southern Ontario, I want to know when I am in the Niagara Escarpment area because of the quality of life remaining there."*

Although his concerns as a member of the Niagara Escarpment Commission are varied, he does have one prime area of interest. *"As a member of the Niagara Escarpment Commission, I have an opportunity to speak for those who cannot—for the Great Horned Owl, the Red-tailed Hawk and the White-tailed Deer."*

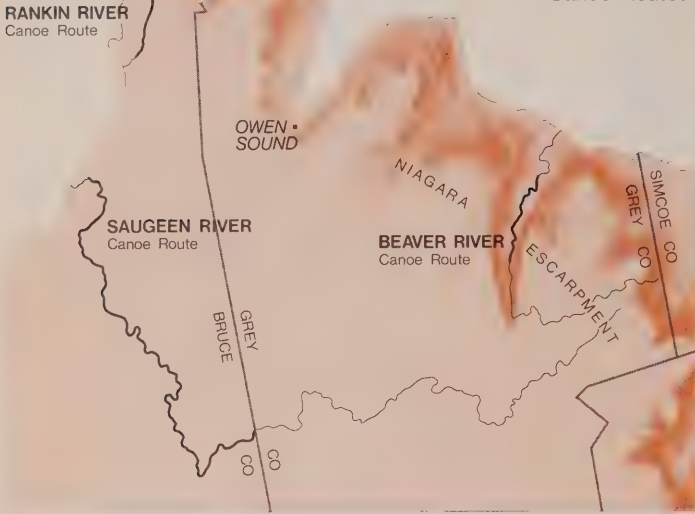
Through his work on the Commission and through his paintings which reveal the hidden confines of the natural world and are a celebration of the diversity, beauty and richness of the earth, Robert Bateman speaks most eloquently. ■



Robert Bateman explores the many dimensions of art. In this sketch a turkey vulture soars on the air lifts created by the Niagara Escarpment.

KEY MAP

Canoe Routes



Canoe Routes

Whether it's the unforgettable thrill of spring white water; or the silent promise of solitude; or perhaps the lure of paddles dipping into rings of bright water;—increasingly, outdoor enthusiasts are discovering the river and lake systems located in or fed by the watershed areas of the Niagara Escarpment.

If you are looking for a trip lasting several hours, or a get-away-from-it-all journey of a few days then the *Beaver River*, the *Saugeen River* and the *Rankin River Canoe Routes* have something to offer both the novice and the expert canoeist. **Cuesta** provides a description of each of these canoe routes which are currently being promoted by the Ministry of Natural Resources and the North Grey Region Conservation Authority, the Saugeen Valley Conservation Authority and the Sauble Valley Conservation Authority respectively.

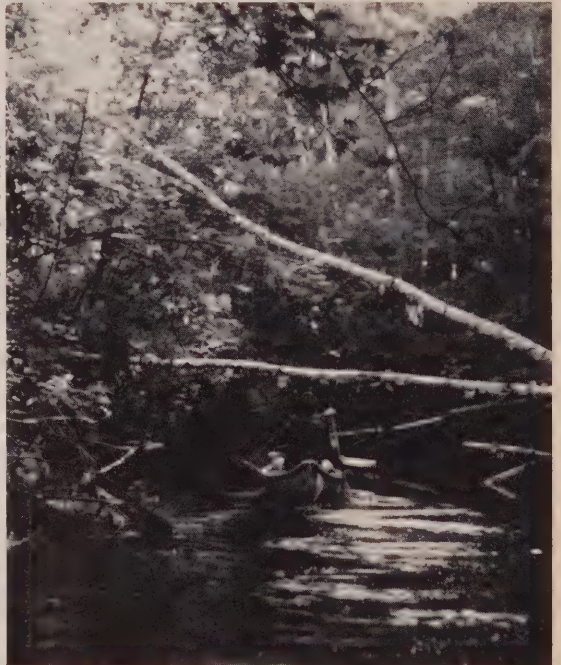
But, before dashing off—paddle and pack in hand—**Cuesta** offers a word of caution.

Although canoeing offers a kind of freedom not readily found in our day-to-day life, it also imposes a dual requirement of self-reliance and judgement. Most canoe accidents occur when a potentially treacherous situation has been incorrectly assessed, and in the final analysis your safety must be your own responsibility.

- If you are inexperienced, travel with a seasoned canoeist. Never attempt a trip that will overtax your ability.
- Learn canoeing skills in advance of your trip. Canoe Ontario, a nonprofit group that looks after all aspects of competitive and non-competitive canoeing, located at 160 Vanderhoof Avenue, Toronto, Ontario, M4G 4B8 Tel: (416) 429-7701, will provide information on: instruction for flat water or white water; lists of publications on canoeing and technical notes about equipment, etc.
- Always wear a life jacket. Canoe Ontario has figures which show that 97 per cent of all canoeists who drown are not wearing life jackets. The law requires that there be one PFD (personal flotation device) for each person in a canoe. Also, every canoeist should know how to swim and how to give mouth to mouth resuscitation.

- Canoe close to shore. It lessens the chance of being endangered by sudden changes of weather.
- Use designated portages. They are there for a reason. Where there is no portage always check rapids before attempting to run them. If in doubt, walk or line your canoe.
- Always leave word of your trip with a responsible person, including such details as: names and addresses of persons in your party; an exact description of your route including starting and finishing points; and an estimated date of return. Overdue trips should be reported to the Ontario Provincial Police as they co-ordinate search and rescue operations.

PHOTOS FOR THIS ARTICLE. COURTESY OF THE MINISTRY OF NATURAL RESOURCES



Exploring the Rankin River.

Several books, maps and pamphlets provide excellent sources of information for the canoe enthusiast: *Canoe Routes of Ontario*, a definitive guide to more than 100 canoe routes in the province, published by the Parks and Recreational Areas Branch of the Ministry of Natural Resources in co-operation with McClelland and Stewart, is available at a cost of \$9.95. In addition to having a useful compendium of canoe route information, *Canoe Routes of Ontario* includes an extensive bibliography of source materials—a highly recommended book for canoeists. It can be obtained from most bookstores including:

Ontario Government Bookstore
880 Bay Street
Toronto, Ontario
M7A 1N8
Tel: (416) 965-3088

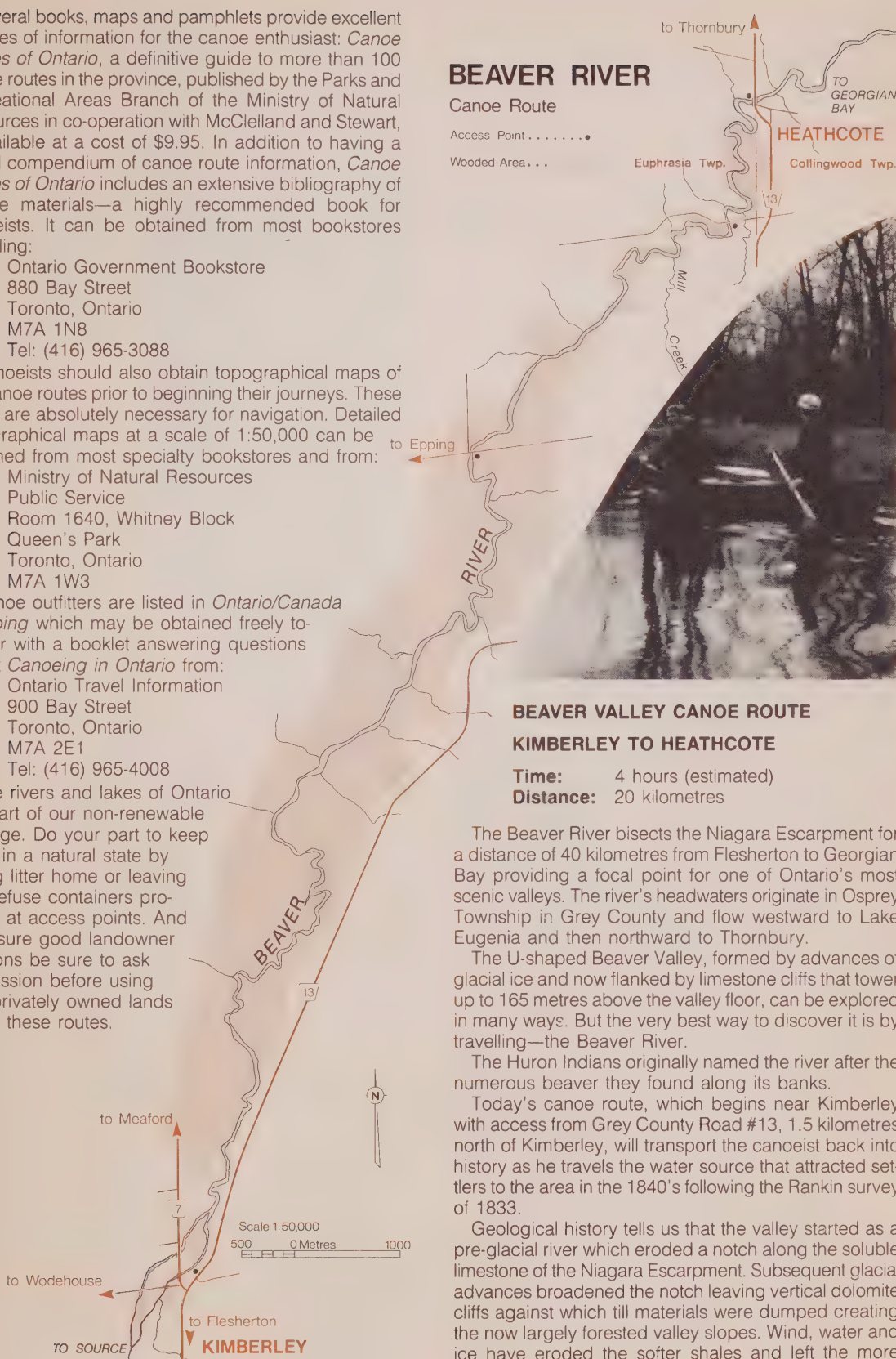
Canoeists should also obtain topographical maps of the canoe routes prior to beginning their journeys. These maps are absolutely necessary for navigation. Detailed topographical maps at a scale of 1:50,000 can be obtained from most specialty bookstores and from:

Ministry of Natural Resources
Public Service
Room 1640, Whitney Block
Queen's Park
Toronto, Ontario
M7A 1W3

Canoe outfitters are listed in *Ontario/Canada Camping* which may be obtained freely together with a booklet answering questions about *Canoeing in Ontario* from:

Ontario Travel Information
900 Bay Street
Toronto, Ontario
M7A 2E1
Tel: (416) 965-4008

The rivers and lakes of Ontario are part of our non-renewable heritage. Do your part to keep them in a natural state by taking litter home or leaving it in refuse containers provided at access points. And to ensure good landowner relations be sure to ask permission before using any privately owned lands along these routes.



The Beaver River bisects the Niagara Escarpment for a distance of 40 kilometres from Flesherton to Georgian Bay providing a focal point for one of Ontario's most scenic valleys. The river's headwaters originate in Osprey Township in Grey County and flow westward to Lake Eugenia and then northward to Thornbury.

The U-shaped Beaver Valley, formed by advances of glacial ice and now flanked by limestone cliffs that tower up to 165 metres above the valley floor, can be explored in many ways. But the very best way to discover it is by travelling—the Beaver River.

The Huron Indians originally named the river after the numerous beaver they found along its banks.

Today's canoe route, which begins near Kimberley with access from Grey County Road #13, 1.5 kilometres north of Kimberley, will transport the canoeist back into history as he travels the water source that attracted settlers to the area in the 1840's following the Rankin survey of 1833.

Geological history tells us that the valley started as a pre-glacial river which eroded a notch along the soluble limestone of the Niagara Escarpment. Subsequent glacial advances broadened the notch leaving vertical dolomite cliffs against which till materials were dumped creating the now largely forested valley slopes. Wind, water and ice have eroded the softer shales and left the more

durable dolostone rock standing higher on the uneven Escarpment. Old Baldy, near Kimberley, now dominates the valley in solitary splendour.

From the start of the 20-kilometre route, panoramic views of the Escarpment and the surrounding valley abound. Canoeing skills are tested with the need to navigate a few minor rapids. The river quickly enters a large, wet, wooded area of silver maples where the canoeist can observe abundant wildlife near the banks such as wood ducks, green heron, great horned owls, snapping turtles, white-tailed deer and the occasional beaver.

Should the canoeist wish to try his luck at fishing, opportunities are good for trout. Brown and brook trout are resident, with rainbow trout from Georgian Bay present in spring and fall. Rainbow trout reach these waters by ascending fishways at the Thornbury and Clendenan Dams.

Some short portages may be required to bypass occasional log jams. Prior to reaching Heathcote, the route passes through progressively more open farmland as the valley walls diverge and the soils nourish some of Ontario's finest apple orchards.

The canoe route terminates at Heathcote. Downstream from Heathcote the Beaver River is suitable for canoe travel only in the early spring during times of high water. Here the river changes and follows a precipitous and turbulent 13-kilometre course to Thornbury through numerous sets of rapids and treacherous outcroppings. As portages must be made at *Slabtown*, *Clendenan* and *Haines' Dams*, this section should be attempted only by experienced canoeists.

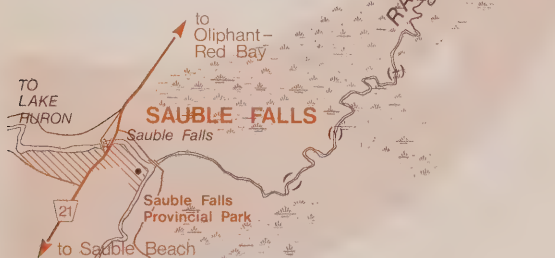
The wild section of river from Heathcote to Clarksburg used to be the site of an annual burst of spring madness—the Beaver River Rat Race. Local lads in home-made boats would pit their navigational skill against the swollen river with predictable results.

This canoe route is currently being promoted by the Ministry of Natural Resources and the North Grey Region Conservation Authority. Since this route is intended for day use, campsites are not provided. Nearby Craighleith Provincial Park, however, provides facilities for camping.

RANKIN RIVER

Canoe Route

- Access Point.....●
- Portage.....()
- Dam.....—
- Wooded Area...
- Wetland.....



RANKIN RIVER CANOE ROUTE SKY LAKE TO SAUBLE FALLS

Time: 5–7 hours (estimated)
Distance: 18 kilometres

The 18-kilometre Rankin River Canoe Route which is accessed from Mar Road south of Red Bay is rich in historical background, wildlife and present-day recreational opportunities.

The route leads through Isaac and Boat Lakes to the southern terminus at Sauble Falls Provincial Park often through shallow, weedy, passages bordered by wet lowlands and marsh.

(Continued on page 44)

Escarpment Game Fish Challenge the Expert

Wherever a creek or river tumbles through the watershed areas of Ontario's Niagara Escarpment, it supports an underwater world of great dimension and complexity. Lurking in the depths of lakes and ponds, darting through sun-dappled brooks, or fighting upstream to natal spawning grounds, the game fish of the Niagara Escarpment offer an exciting challenge to the most discriminating angler.

While every angler has his favourite fishing spot—and a few will even reveal approximately where it is—most exhibit an eclectic taste in the fish they catch. As long as the hours of patient waiting are rewarded by the thrill of landing a worthy adversary, the fisherman is satisfied. If, however, the hours prove futile because a valuable game fish resource has been depleted, then the serious angler becomes justifiably alarmed.

Whenever streams and rivers are subjected to the wear and tear of environmental excess, one of the first things to decline is the quality and availability of game fish. The presence or absence of these prized specimens accurately indicates the water quality of a lake, river or stream. The avid fisherman watches with concern if a coveted game fish disappears from a favourite fishing area due to a loss of suitable habitat or through the discontinuation of stocking programs.

However, recent government programs designed to introduce new fish species, reintroduce species and rehabilitate fish habitat appear to be reversing declining trends to the wholehearted approval of fishing enthusiasts.

Through the efforts of the Ministry of Natural Resources, highly regarded game fish such as the brown trout, absent from many Escarpment streams for almost 20 years are about to make a comeback—and anglers will once again experience the thrill of landing one of Ontario's best fighting fish. The Sydenham River system has been slated to receive 19,000 fingerlings and yearlings in the fall of 1982 and in the spring of 1983 and should offer some superb fishing opportunities in the upcoming years.

Through programs such as these, the Ministry of Natural Resources is committed to the maintenance and

PHOTOS FOR THIS ARTICLE, COURTESY FISHERIES BRANCH, MINISTRY OF NATURAL RESOURCES



Coho salmon explode from the water as they fight to return to natal streams.

protection of Ontario's fishing resource and the rehabilitation of fish habitat to ensure future generations of Ontarians a steady supply of game fish.

Through the implementation of a *Strategic Plan for Ontario Fisheries*, the government has made considerable progress in rejuvenating Escarpment sports fisheries by building new fishways and spawning beds and improving fish culture by expanding hatchery

facilities throughout the province. When, for instance, the Telford Creek near Owen Sound—a prime Escarpment stream for rearing rainbow trout—became endangered, the ministry, with the co-operation of private landowners, undertook an extensive program of stream enhancement. Today, the Telford is once again providing suitable rearing habitat for the prized rainbow trout. "We've got the biggest population of trout we've ever had," noted fish and wildlife supervisor Stan Munroe.

The successful restoration of the Telford proves that Escarpment streams can become the superb fishing streams they once were with continued diligence on the part of government, industry and conservation-minded anglers and residents.

The government's efforts to improve and enhance fisheries have aroused keen public interest and programs of public involvement have been introduced to encourage active participation in fish management.

Through a *Community Fish Involvement Program*, sports clubs and fishing enthusiasts are able to donate their time, materials and equipment to projects of their own design to enhance Ontario's fish resources. The St. Catharines Fish and Game Association has donated equipment worth \$30,000 and the Toronto Star, through its Great Salmon Hunt, contributed about \$80,000 in materials towards a major extension of a hatchery to increase coho and chinook salmon production. Such projects, initiated by the ministry and supported by fishing enthusiasts, will prove a boon to the future of fishing as a major sport and tourist attraction in Ontario.

The introduction of Pacific salmon species to the Great Lakes and their major tributaries have met with remarkable success and currently the coho and chinook rank among the most popular of Ontario's sport fish.

Another remarkable fish story has been the wildly successful introduction of a hybrid trout known as splake. A cross between the brook trout and the lake trout, the splake is proving to have a higher survival rate and growth rate than either parent species. The introduction of these new and hardy species and the vigilance of the Ministry of Natural Resources are once again making the art of angling an exciting and rewarding pastime.

Cuesta, in co-operation with the *Fisheries Branch of the Ministry of Natural Resources* offers a guide to some of the more popular game fish resident in the streams, rivers and lakes of the Niagara Escarpment.

COHO SALMON (*Oncorhynchus kisutch*)



Although coho salmon occur naturally only in the Pacific Ocean and its tributaries, the species has met with marked success since its introduction to Ontario's waters in 1969. Currently stocks of coho are maintained by fish culture rather than natural production. Its future success will depend on the maintenance of suitable habitat conditions and the ability of the coho to survive the predation of the sea lamprey. However, today the coho ranks

among the most popular sports fish species within the Escarpment area.

Season:

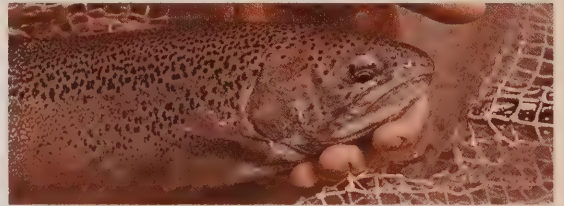
"Smolts", young salmon in a migratory stage, generally spend one or two weeks in a stream before moving out to a lake environment in early spring. Two complete summer seasons are spent in the lakes. Most surviving adults will return to their natal stream and attempt spawning. Spawning runs occur from late September to November. Returning adults generally range in size from 2.3 kilograms to 5.4 kilograms.

Location:

The Sydenham River is a major migratory route for some species of Pacific salmon, particularly chinook. Construction of a fish ladder to facilitate rainbow trout at the Owen Sound dam assists the upstream movement of fish and provides an opportunity for viewing migratory species. The Escarpment at Inglis Falls marks the upstream limit of fish passage.

Coho are occasionally pulled from the Pottawatomi River and seasonal concentrations of coho occur at the mouth of the Twelve Mile Creek. As a result of large scale hatchery plantings, the lower reaches of the Credit River also host major migratory runs of coho in the fall.

RAINBOW TROUT (*Salmo gairdneri*)



Because of its fighting ability, its dash and beauty, the rainbow trout is often considered the nobility of the fish world.

Although the native range of the rainbow trout was the Pacific coast of North America, the range of the rainbow now includes much of the Great Lakes drainage. Rainbow trout populations have been sustained for many years by natural reproduction and now occur in most of the coldwater streams of the Escarpment.

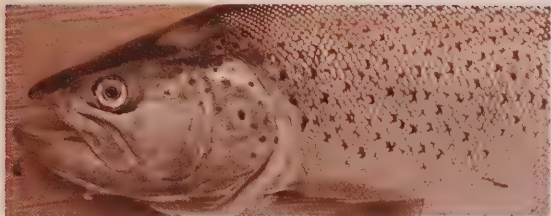
Season:

Spawning and the first 1-3 years of life take place in the coldwater streams tributary to Lake Huron, Georgian Bay and Lake Ontario. Then the small trout move into the lake environment where they spend up to two years. The mature adults return from the lake to spawn again in their natal streams. The spring and fall runs of migratory rainbow trout provide high quality, trophy fishing. While most rainbows taken average 1-3 kilograms, trophies in excess of 6 kilograms have been taken occasionally.

Location:

Escarpment area streams with confirmed spawning runs include the lower Niagara River and Twelve Mile Creek. Major migratory runs of rainbow trout occur in virtually every major stream tributary to southern Georgian Bay, around the Bruce Peninsula, and southward along the east shore of Lake Huron.

BROWN TROUT (*Salmo trutta*)



Originally imported from Scotland and Germany, the brown trout was first introduced to Ontario waters in 1913. While brown trout were stocked in many Escarpment streams during 1950-58, stocking was discontinued in 1960.

The brown trout was, and still is regarded as one of the wariest fish found in Ontario waters. Its shyness of the lure causes frustration for the angler; but it is precisely their skill at avoiding the lure that makes them an appealing sport fish. Easily spooked and hard to catch, they are a coveted prize for the angler. New stocking programs recently announced by the Ministry of Natural Resources will ensure a good supply of the wary browns.

Season:

Most brown trout spend their entire cycle within the stream environment. Spawning occurs in late October. Although brown trout of over 6 kilograms are occasionally taken, the average size is about .5 kilograms. The lake-running variety of brown trout show up in the fall, off river mouths before they run up to spawn. Browns as big as 12 kilograms have been recorded.

Location:

In response to anglers and sports clubs throughout southern Ontario, the Ministry of Natural Resources has announced the stocking of 71,000 brown trout fingerlings in the fall of 1982 and will stock another 139,000 yearlings in the spring. The trout are to be planted in Lake Ontario, Summit Lake and in the Ganaraska and Sydenham River systems. The lake-running variety are caught in southern Georgian Bay and the Lake Huron side of the Escarpment.

BROOK TROUT (*Salvelinus fontinalis*)



The brook trout is one of the most highly esteemed native game fish of eastern Canada. Unusually beautiful, the brook trout sports a lustrous sheen of olive-green along its back and sides, with numerous red spots, bordered with blue. The fins of the brook are so striking in appearance, it is possible to identify the fish as it swims in the water.

Brook trout are a fly fisherman's delight since they subsist mainly on insects. In small streams and creeks, they congregate in the deeper pools, waiting to ambush food as it tumbles down with the current.

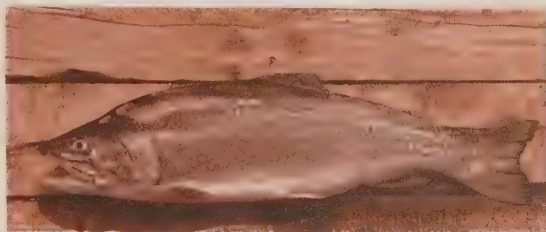
Season:

Brook trout spawn in the fall.

Location:

Brook trout are present in most of the headwaters and colder upstream reaches of Escarpment streams. An environment of permanent cold, clear, sunfed water, with plenty of overhang and a suitable supply of oxygen, is a most favourable habitat for the brook trout.

SPLAKE (*Salvelinus fontinalis* x *Salvelinus namaycush*)



The lake trout has been successfully crossed with the brook trout to produce a fertile hybrid called splake. Splake are intermediate in appearance and characteristics between the parent species but grow more quickly and mature at an earlier age.

Season:

Splake season runs from December 1 to September 30. The season is closed to sports anglers and commercial fisherman during spawning season—the months of October and November. Although there has been no indication of natural reproduction, M.N.R. has hope that this will occur.

Location:

Splake have been introduced into Lake Huron, Georgian Bay and Lake Ontario by the Ministry of Natural Resources. Occasionally splake assume the dominant characteristics of the brook trout and run up streams tributary to southern Georgian Bay. Splake taken by anglers in Georgian Bay and its tributaries generally range from .5 kilograms to 6 kilograms.

LAKE TROUT (*Salvelinus namaycush*)



Lake trout are restricted to deep cold, oligotrophic lakes. They are the most environmentally and temperature sensitive of the Lake Ontario salmonids. Lake trout are highly prized as a game fish and are most susceptible to angling during the winter ice fishing period.

Season:

Spawning occurs in October or November.

(Continued on page 43)



'Mountain Locks', Third Welland Canal, circa 1867.

HISTORIC WELLAND CANALS



The Old Welland Canal, circa 1845 wound through a pastoral St. Catharines. Engraving from Picturesque Canada.



Lock No. 23 at Thorold, New Welland Canal, circa 1870. Engraving from Picturesque Canada.



A view of Port Colborne harbour at the Lake Erie entrance of the Second Welland Canal. The Welland Railway served the grain elevator on the east side of the harbour, and also provided a passenger connection with vessels bound for ports on Lake Erie and the Upper Lakes.

(Continued from page 12)

All work was halted as plans were reassessed. Eventually, it was decided to supply the canal with water from the Grand rather than Welland River and work again commenced. To further extend a budget already stretched to the breaking point, the locks were constructed of wood which was much cheaper than stone. This expense-saving measure would prove to be the canal's undoing later on.

Despite further delays, the canal opened one year later on November 30, 1829, exactly five years after work had started. Two ships especially hired for the event, the "*Anne and Jane*" of York and the "*R.H. Boughton*" of Youngstown, made their way through the canal on December 3, 1829.

Although a passage had to be hacked through ice three inches thick in some places the ships reached Buffalo where they were met with applause and general jubilation. But the canal was still far from complete. The two ships were barely through when construction began on an extension from Welland to Gravelley Bay (Port Colborne).

Again, problems plagued the construction. During 1832, the company found it difficult to find the men to build the canal. Political conditions prior to the rebellions of the 1830's were unsettled and it was no secret that the company was financially insecure.

Notwithstanding, by 1833 the extension was completed and the first schooner—"Matilda" of Oakville—made its way through to the delight and pride of everyone.

William Lyon Mackenzie noted in the *Colonial Advocate* that: "*The improvement and population of the country in the line of the canal will increase many*

fold. And a New York paper, the *Spectator* pronounced the canal "*well designed, and carried through with an energy unusual in that country.*"

However, such initial kudos did not continue.

During the mid-1830's, the *Welland Canal Company* came increasingly under attack and public scrutiny.

Merritt had close links with members of the *Family Compact*, the conservative ruling elite of Upper Canada, many of whom were directors of the *Welland Canal Company*.

Charges of mismanagement were brought against Merritt in 1836 by William Lyon Mackenzie, a radical thorn in the side of the Family Compact. Mackenzie claimed that Merritt, now a member of the Legislative Assembly, had a direct interest in where the route of the canal went since he would have gone bankrupt without a steady supply of water for his mills.

Since the province had already invested close to \$1,000,000 in the *Welland Canal Company*, an investigation was conducted. Any additional government funding was temporarily halted while Merritt opened the books of the company to close scrutiny. He was eventually acquitted of all charges.

By now, the canal was becoming a hindrance rather than an aid to navigation. It was fast becoming obsolete and its wooded locks were badly deteriorated. The canal had to be substantially upgraded and enlarged—the question was how? The financial condition of the *Welland Canal Company* was bleak as large government loans were still outstanding. Since the government was already deeply involved in the company, it took over effective control in 1841 by converting the outstanding loans into stock and appointing three of the five company directors.

With this move, Merritt's official involvement with the canal came to an end. But he remained an active supporter of it for the rest of life.

For nearly half his lifetime, Merritt held public office. He represented Haldimand in the Legislative Assembly of Upper Canada from 1832 to 1841 and Lincoln in the Legislative Assembly of United Canada from 1841 to 1860. He was also the chief commissioner of Public Works from 1849 to 1850.

As a politician, he continually pressed for a system of canals along the St. Lawrence to link the inner lakes with Montreal, the ocean and its trading routes beyond. His dream was never fully realized until the completion of the St. Lawrence Seaway in 1958.

Although Merritt is mistakenly regarded as a man of singular interest, he was involved in many diverse projects. He brought to public life boundless energy, wide-ranging imagination and a deep concern for the welfare of his fellow man.

He spoke in favour of reciprocity with the United States; advocated a bill to abolish imprisonment for debt; organized relief committees to assist the famine ravaged people of Ireland during the potato failure of 1847; hired engineers and surveyors to build the first suspension bridge across the Niagara Gorge; and continually advocated the strengthening of Canada's transportation system.

He was a man of amazing talents and qualities who never placed his financial advancement over the welfare of others. One biographer notes of Merritt that: *"His aimiable disposition and sterling integrity secured a number of lifelong friends who were always anxious to serve him."*

Merritt died on July 5, 1862 while on board the steamer *Champion*, passing through the locks of the Cornwall Canal.

SECOND WELLAND CANAL

Work had commenced on the Second Canal some twenty years earlier in 1842.

"With few adjustments, the line of the Second Canal was the same winding line of the First. The Feeder was enlarged slightly so that it could function as an integral part of the canal and an entrance channel, complete with 'steamboat' lock, was dug from the mouth of the Grand (Port Maitland) to the existing feeder."

Some meanders in the original canal were eliminated, the 40 wooden locks were replaced by 27 masonry locks and the route was moved slightly to the west. A stone aqueduct carried the canal over the Welland River at Welland and a lock was constructed whereby the canal could be connected to the Welland River. The walls of the locks and banks were raised in order to deepen the canal. Also known as the *Old Welland Canal*, the Second Canal was opened for navigation in 1851.

Some of the most violent confrontations in the history of the canal occurred during the construction of the Second Canal. Since the Second Canal was to be constructed of stone, skilled stonemasons were brought into the area, many of whom were recent Irish immigrants.

The Irish were barely tolerated at the best of times but conditions completely deteriorated when canal-workers rioted over inadequate pay, food and working conditions.

Eventually the rowdy canal-workers were banned from most establishments and kept under slave-like conditions behind high fences and locked gates.

The influx of Irish workers created unprecedented opposition to the canal which peaked when American Fenians blew up a lock at Allanburg. The government was forced to bring in the militia to dispel the rioters and keep a watchful eye on the continuing construction.

In 1855, gas pipes were laid by the *St. Catharines and Welland Gas and Light Company*, illuminating the locks and bridges for the first time. The Second Canal basically served the same type of vessels as the First with the addition of steamers.

The Second Canal was able to meet shipping needs for only 25 years. Although the locks and walls were kept in repair, the canal soon grew obsolete as the size of the ships increased.

THIRD WELLAND CANAL

The newly-formed *Dominion of Canada* eventually took over the canal from the province. In 1870, the *Commission for Inland Navigation* was launched to investigate the canal's capacity. And once again, an increase in size of the Welland Canal was recommended.

A second major reconstruction was undertaken in 1872.

"The design of the new section was less timid than the first two attempts to get up to and over the Escarpment. Engineers made use of existing ravines and streambeds as foundations for their channel, but the line cut directly across the country with no concern for following the easiest contours. The method of climbing the Escarpment itself remained the same however, as the locks were shelved into the 'Mountain'."

The Third Canal saw the introduction of electrically-powered gate opening machinery in 1907. At the same time, electric lighting was installed, replacing the gas lighting in use since 1855.

The Third Canal survived for 26 years. By 1907 it became obvious that the existing canal could no longer accommodate the traffic or volume demands, and plans were made for the fourth version of the Welland Canal.

FOURTH WELLAND CANAL

Construction which started in 1913, was interrupted as a result of the war in 1917 and recommenced once the war was over.

The route of the *Fourth*, or *Welland Ship Canal*, was radically different from those of its predecessors. It left Lake Ontario at Port Weller and continued in an almost straight line to the foot of the Escarpment. Here the famous triple series of double-flight locks were constructed.

"The locks were built of concrete and there were only seven lift locks on the line. Three of these were twinned in a flight series to overcome the Escarpment by a frontal assault, the locks being set at right angles to the 'mountain'. This direct approach to the Escarpment was in keeping with the route of the canal which, with one exception, was designed to be as straight and direct as possible."

From the Escarpment, the canal continued due south to Lake Erie. The exception to the straight route occurred at Welland. At time of construction, the engineers wanted to avoid the curve of the canal through the city

of Welland. But local officials persuaded them otherwise and the canal deviated from its straight path to go through downtown Welland as it had always done. By 1967 though, the advantages of having a more direct route outweighed tradition and a by-pass was constructed and opened in 1975.

The Fourth, and as of today, final Welland Canal was officially opened in 1932 although it had already been open to traffic for two years. The *St. Lawrence Seaway Authority* assumed control of the canal, one of the first in the world to be lighted from end to end, in 1959.

Today, the Welland Canal, open from April 1 to December 31, accommodates many different types of ships, including lakers, ocean-going vessels or "salties" and the occasional passenger liner or yacht.

Ships entering the canal are raised or lowered via the locks. The lock is actually a reach of the canal with gates at both ends. One reach is higher than the other. If a ship wishes to ascend to the higher level of water, it enters the lock and the gate closes behind it. The water then enters the lock and when the higher level is reached, the forward gate opens, allowing the ship to move on.

Lights operated from the control room of a lock are displayed at the end of each lock and indicate its

readiness. Red means that the lock is occupied, different variations of flashing amber indicate the amount of time to wait and green signals that the lock is empty. The gates of each lock meet at the centre at a 'mitre' angle of 135 degrees to resist water pressure.

There has been talk of a *Fifth Welland Canal* as traffic flows continue to increase. And this may be realized since a 1981 provincial task force has already underscored the need for future plans to accommodate the increase: "*The Welland Canal, under present conditions and with the present fleet mix, will not be able to handle the forecast demand by 1985.*"

But regardless of future plans, the historical past of the Welland Canal provides a touchstone for the present.

In 1974, on the 150th Anniversary of the commencement of construction of the first Welland Canal, the achievements of William Hamilton Merritt were recognized by a commemorative stamp issued in the memory of a man whose drive and dedication to practical affairs never overshadowed his essential humanity, and whose vision overcame the Escarpment barrier to connect Lake Ontario and Lake Erie in what was to become the world's most ambitious canal system.



(Continued from page 13)

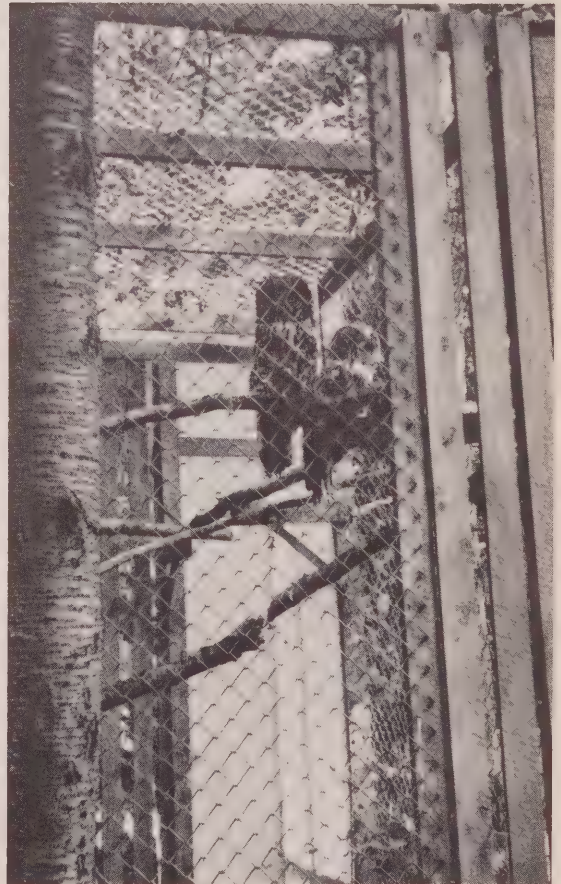
"Our human history is a chronicle of the awesome waste of other life forms, the self-questioning only surfacing at the edge of annihilation, as each species is lost. The real motivation for this pilot project is to investigate the rehabilitation potential and the breeding requirements of at least one order of birds, before any more of its genera are pushed into the twilight of oblivion," she wrote in the introduction to her manual, *Care and Rehabilitation of Injured Owls*.

It is to saving owls from this oblivion that the McKeever's have dedicated themselves and a tour of the outdoor owl enclosures reveals the tragic evidence of human interference, both witting and unwitting, in the lives of these birds. Many of the cages carry labels detailing exactly how their occupants came to be injured—collisions with cars, accidental ensnarement in hunters' traps, and, most common, wounds inflicted by pellets from shotguns fired by callous hunters. Those thoughtless few give all hunters a bad name, McKeever attested.

At any given time, about 120 owls find a haven at the Foundation located in a secluded spot overlooking the Jordan Marshes. The McKeever's are reluctant to publicize their exact location because, like the owls, they're private people, not given to socializing. Besides, McKeever said, they run the place on their own with only part-time help from a University of Guelph biology student and simply don't have time to play host to uninvited visitors.

Perhaps the most important reason for their self-imposed isolation is that they regard their owls as neither pets nor curiosities. They're careful to maintain a clinical detachment from the owls which arrive on their doorstep from all over North America and, on arrival, each owl is carefully assessed before a decision is made regarding its fate—release, euthanasia, maintenance for life, or transfer elsewhere.

Owls incapable of surviving in the wild but which show potential for breeding within the shelter of the Founda-



Great Grey Owls, male and female, both have suffered permanent damage. The enclosure at the Owl Rehabilitation Research Centre provides a needed sanctuary.

tion remain in captivity. The McKeever's now have 67 of these permanent residents and have successfully bred six native North American species, a major achievement. Because the young bred into captivity are ill-equipped to survive the wild, they are carefully trained over a period of several months to fend for themselves before being taken to their natural habitat and released.

The McKeever's don't consider returning a permanently disabled bird to good health an end in itself—sometimes, euthanasia is the only responsible alternative but this is a decision they don't take lightly.

"We recognize a moral responsibility to consider the quality of life for which a bird is preserved. Therefore, among the unreleasables, only those individuals are retained in life situations which can take full advantage of the resident facilities offered, can defend themselves from harassment by other occupants of the flight, and have a reasonable hope of breeding capability. For all others... euthanasia is surely the greater mercy," McKeever has written.

Rehabilitated owls capable of returning to the wild, even those with a permanent disability, are treated and released as soon as possible. However, it isn't always easy to decide whether an owl is releasable.

"You have to understand how they live in the wild to know what they need to cope. . . I want to prove that the permanently damaged owl has a function in life that makes it valuable to its own species provided you take care of the psychological imperatives," McKeever said.

For example, a female owl with a damaged foot impairing her hunting ability might be released while a male with exactly the same injury wouldn't because his talons are essential for hunting and obtaining food while the female is nesting.

Only one owl at the Foundation approaches pet status and even Granny, a spectacled owl from Central America who was rescued from the dismal life of a roadside zoo, must earn her keep. Granny is "*our great foster mother*," playing an important role in caring for orphaned baby owls, McKeever said.

"Granny gives them the very important psychological feeling of being mothered. She grooms them; she feeds them; she takes their little faecal sacs and deposits them somewhere else; she constantly snuggles them—and that is just about as important for an owl baby as it is for a human baby," she said.

However, McKeever is careful to remove the baby owls from Granny's care before they imprint on her and become forever unable to form natural relationships with their own species, thus becoming useless for release.

About a dozen owl species are native to North America and, of these, six are found in the area of the Niagara Escarpment. Only great horned and screech owls are officially listed as common; all others are either uncommon or rare and McKeever suspects that their numbers are dwindling. Great horned and screech owls, as well as the less common long-eared owls, can be found along the entire length of the Escarpment from Queenston to Tobermory. Species found mainly in the more northern reaches of the Bruce Peninsula are barred owls, short-eared owls and the relatively tiny saw-whet owls, often mistaken for baby owls.

Because it requires a certain amount of patience and perseverance to observe owls in the wild, the average person knows little about these shy birds. McKeever said

the best time of year for observing them is during the winter when they can't hide as readily in the shelter of protective foliage. She warned, however, that owls—particularly the smaller species—can become fierce in protecting their nests against intruders and the observer who ventures too close during the nesting season runs the risk of being vigorously attacked.

Despite their aggressiveness in defending their nests, owls are generally quiet, passive creatures and stories about family pets, such as cats, being carried off are greatly exaggerated, McKeever said. The large great horned owls, for example, are "*real pussycats*," she said. "They are not aggressive. They only hunt for food for themselves, their mate, and family. They're opportunistic but they're not idiots so they won't go after housecats. Only snowy owls might be likely to attack a cat," she said.

The Foundation operates on an annual budget of about \$25,000.00, most of it raised through private donations from foundations, corporations and individuals, although some assistance is received from the provincial government. Living on their own retirement income, the McKeever's take no salary for their services and even the royalties from their books have been donated to the Foundation.

It can cost more than \$3,000.00 for materials to build a single breeding cage, some of them as large as 427 square metres. Over the years, McKeever has used her knowledge of owls' habitats to refine the design, catering to the requirements of their occupants.

Other expenses in running the Foundation include the purchase of enormous numbers of mice to feed the owls as well as the maintenance of the hospital facility which takes up most of the basement of the McKeever's home. When an owl arrives at the Foundation, McKeever does the initial diagnosis and minor repairs herself, only taking the owl to a veterinarian if complex surgery is required. Over the years, she has developed some unique devices for treating the birds such as a sling to keep an owl immobilized while a broken limb heals.

For the McKeever's, running the Foundation is much more than a job—it's a way of life, complete with 12-hour days, seven days a week.

Their hope is that the body of knowledge they have accumulated will become a legacy for both humans and owls.

The Owl Rehabilitation Foundation is a registered charity. Those wishing to donate to the Foundation may contact:

The Owl Rehabilitation Foundation
R.R.#1
Vineland Station,
Ontario,
L0R 2E0



Old-fashioned Hospitality Attracts Thousands each Year

PHOTO COURTESY OF COUNTRY HOST



The driving force behind the innovative Country Host bed and breakfast organization—Grace Cronin.

Only in England?
Not any longer!

The sterling tradition of *Bed and Breakfast* has emigrated and is rapidly gaining acceptance and popularity in Ontario—thanks to the efforts of people like Grace Cronin.

An enthusiastic fan of the Niagara Escarpment, Mrs. Cronin launched her fledgling chain of *Bed and Breakfast* homes in the picturesque Hockley Valley in February, 1981 and called it *Country Host*. Through this innovative organization, she hopes to encourage people to discover and explore the natural heritage and beauty of Ontario's Niagara Escarpment.

Bed and Breakfast homes have always been popular in Britain and in Europe. In a throwback to medieval times, people open their homes to travellers and provide them with a comfortable place to sleep and a home-cooked breakfast before they continue their journey the next day.

Mrs. Cronin has taken this successful *Bed and Break-*

fast formula and added a new twist: she has arranged a network of homes along the Bruce Trail to accommodate the hundreds of hikers who tackle Ontario's most challenging trail each year. Hikers leave one *Country Host* home and make their way along a portion of the trail carrying only their lunch while their car, containing the luggage, is driven to the next home by their host in a hiker's variation of leapfrog.

Mrs. Cronin had already established the first few *Country Host* homes when a friend suggested that a *Bed and Breakfast* chain located along the Bruce Trail might be a viable idea.

He described a similar system which operates successfully in Vermont. There, entire families hike portions of the 434-kilometre Long Trail which stretches from Williamstown, Massachusetts, to the Canadian border. Each night is spent comfortably at one of the numerous inns located along the trail; each morning hikers set out unencumbered by luggage which is driven to the next overnight stop. In this way, young and old can hike together at a relaxed pace since they carry only their lunch, cameras and little else.

Intrigued, Mrs. Cronin felt that an efficient network of *Bed and Breakfast* homes along the Bruce Trail could also accommodate Ontario's growing population of hiking enthusiasts. She hopes this convenient means of travel will induce even more people to explore this unique Escarpment trail system.

"I'm absolutely sold on the Bruce Trail," she said, describing her favourite feature of the 725-kilometre Niagara Escarpment.

Country Host guests who have tried hiking in this manner have enthused about the convenience and absolute freedom with which they can cover the trail. Now that the idea has caught on, Mrs. Cronin is finding that the word has spread to other groups.

Cyclists and equestrians also want to take advantage of the opportunity to explore the Escarpment countryside, unencumbered by luggage. The idea is the same, although the mode of transportation and the paths travelled differ. The luggage-filled cars and horses' vans will be driven from one home to the next while the guests travel along Escarpment roads at their leisure.

Mrs. Cronin cites her enjoyment of the natural environment as the compelling force behind her operation. She fell in love with the Hockley Valley's Escarpment hills upon first moving to her home near Palgrave in 1979. "They remind me of the hills in Scotland," she recalled and she became determined to share the spectacular Escarpment scenery with others.

Through the *Country Host* chain, Mrs. Cronin feels she not only provides a cheaper means of travelling but a more friendly one too.

"Nowadays, hotels can often be so impersonal," she said, "but our hosts go all out to be friendly and add that indispensable personal touch."

Mrs. Cronin's *Country Host* organization is now a four-seasons operation. Approximately seven *Country Host* homes operate in the heart of some of the best skiing the Escarpment has to offer—the Blue Mountains in Collingwood.

So, whether you are a hiker, a skier, a cyclist or an equestrian—*Country Host* has something tailor-made to suit you.

Guests who wish to stay in one of the *Country Host* homes must contact Mrs. Cronin to make reservations. Mrs. Cronin questions callers carefully to ascertain their requirements and expectations, and then deftly matches them with an ideal host. Potential guests need only make one phone call and Mrs. Cronin will make the arrangements in one of the *Country Host* homes.

Upon their arrival at a *Country Host* home, guests are met by their host—someone who has already passed muster under Mrs. Cronin's carefully scrutiny.

When she first advertised for hosts, Mrs. Cronin was inundated with replies. She sorted out all the applications carefully and interviewed each person prior to accepting them.

"They have to be people who really like people," she said. "Our hosts must be prepared to treat the people who enter their homes as guests, not customers."

The house, too, has passed her rigid specifications. Having 20 years' experience in the hospitality industry, Mrs. Cronin definitely knows what to look for. She has selected homes with character and charm situated near areas of summer and winter recreation.

"It must be a place where I would like to stay," she affirmed. "The hosts have to give quality in service and in cleanliness. I even lie on the beds to make sure they're comfortable," she added.

Mrs. Cronin also has strict specifications for the food served. Breakfast must be hot and hearty—continental breakfasts are definitely out. If the guests wish to have dinner, it must consist of four courses, including a fresh green salad. Indeed, all food put on the table must be fresh, never canned.

Grace Cronin has discovered a winning combination—superb Escarpment scenery and superior yet inexpensive accommodation. It's little wonder that many guests return again and again. Although most guests are from the Toronto area, Mrs. Cronin has accommodated guests from Europe and as far away as Australia. Mrs. Cronin attributes the popularity of *Country Host* to: "Favourable rates—\$25 single and \$35 double—and you just can't beat the food and service."

Bed and Breakfast establishments are a grand old idea whose time has come again.

The following is just a sampling of a few of the unique village and country homes located 50–150 kilometres northwest of Toronto in the Caledon-Orangeville area,

northward through the Beaver Valley and on into Collingwood that are offered through *Country Host*.

- **Caledon:** *Lothlorien*, meaning magic land, is the name of a beautifully renovated Victorian farmhouse on three acres near Caledon. Not only do the hosts love to cook, their home is also open to children who'll quickly fall in love with their two Irish setters. For nature lovers, the Bruce Trail is nearby. Summer sports are also a short drive away and both cross-country and downhill skiing are close by. Guests climb a spiral staircase to reach two large double rooms.
- **Mono Mills:** Two couples can savour German cooking at its best at this *Country Host* home on the outskirts of Mono Mills. It's a bird-watcher's and photographer's paradise as you stroll or hike on the .8-hectare property or wander into the picturesque Hockley Valley. Great trout fishing is only a few kilometres away with golf a bit farther. Georgian Bay is 65 kilometres north and in between is some of the best cross-country and downhill skiing the Escarpment has to offer. Children are welcome.
- **Orangeville:** This spacious split-level home on the outskirts of the town opens on the lovely Monora Conservation area which offers supervised swimming, hiking trails and cross-country skiing facilities. For racing enthusiasts, Orangeville Raceway with its superb buffet is close by. Children are welcome and guests are extended the hospitality of family and recreation rooms.
- **Shelburne:** This home is a must for families with children. Donkeys, ponies, as well as hayrides and sleighrides, await them on a 47-hectare farm with its restored 1907 house. Six people can be accommodated here comfortably, and it is only 30 kilometres to Wasaga Beach. The avid fisherman will no doubt find ample opportunity to cast his line and hikers can roam to their hearts' content in the bush on the property.
- **Beaver Valley:** *Eppingvale Farm*, five miles from Kimberley, off County Road #13, is renowned for its apple orchards and friendly young hosts. The Bruce Trail is located almost at the front door; fishing and excellent downhill and cross-country skiing are nearby in the Beaver Valley. Two double-bed rooms and two twins are available in this modern home overlooking Ontario's most beautiful valley.
- **Beaver Valley:** This 80-hectare working beef farm with its comfortable turn-of-the-century home is located eight kilometres south of Clarksburg, off County Road #13. The Bruce Trail is 3 kilometres away as the crow flies; fishing and canoeing are located in the nearby Beaver River, with excellent downhill and cross-country skiing available in the valley for winter sports enthusiasts. Two large double rooms are available.
- **Collingwood:** A fine example of a pre-Confederation, board and batten house awaits you here. The house is beautifully furnished and centrally located in this four-season area which offers extensive summer and winter recreational opportunities. Four double rooms are available in this "adults only" *Country Host* home. Your host is willing to rent for extended periods of time during the peak skiing season at nearby Blue Mountain.

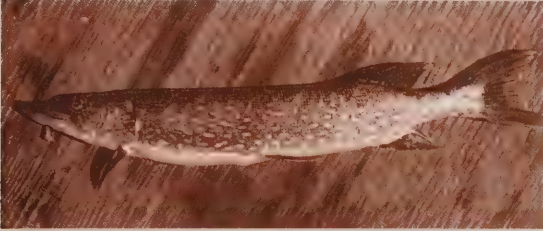
For further information, call Grace Cronin at (519) 941-7633 or write: *Country Host*—R.R. #1, Palgrave, Ontario, L0P 1P0 ■

(Continued from page 35)

Location:

Only Gillies Lake in the northern portion of the Bruce Peninsula has a confirmed population of lake trout. Lake Ontario also sustains a lake trout population.

NORTHERN PIKE (*Esox lucius*)



The northern pike is native to most of the watersheds in Ontario. Adult pike usually inhabit vegetated areas of warm streams and warm weedy bays of lakes. Northern pike are voracious predators, feeding on a wide range of fish. Where the northern pike occurs in the downstream reaches of trout streams, it is generally viewed as a nuisance predator of young trout. However, in the inland lakes of the Bruce Peninsula, the northern pike provides considerable angling enjoyment.

Season:

Spawning occurs immediately after the retreat of ice in early spring, over heavy vegetation in shallow water.

Location:

Catches in the inland lakes of the Bruce Peninsula generally range from 1 to 3 kilograms. The northern pike is usually found in association with panfish such as yellow perch, rock bass and sun fish.

YELLOW PERCH (*Perca flavescens*)



Besides being a fine sport fish and easy to catch, the yellow perch is one of the province's tastiest underwater inhabitants. It is easily identified by its yellow, oblong body, which is marked by six to eight dusky green bars running from the back to below the middle of the sides.

Season:

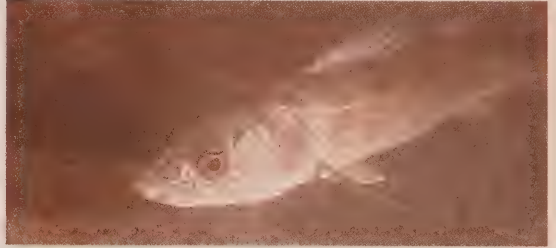
Spawning occurs in early spring in the shallow areas of the lakes or at the mouth of tributary streams. Because it is an active feeder throughout the year, yellow perch can be angled summer and winter, making it readily available to both commercial and recreational fishermen.

Location:

The native range of the yellow perch includes all of Ontario south of James Bay and it is found in virtually all of the Escarpment's warmwater lakes. The species also frequents the mouths of Fifteen Mile and Twenty Mile

Creeks in the Niagara Peninsula. Yellow perch taken from inland lakes rarely exceed .5 kilograms in weight.

WALLEYE—Yellow Pickerel (*Stizostedion vitreum*)



One of the most sought after sports fish in Ontario—the dover sole of Canadian fish—the walleye inhabit cold, clear lakes and streams where there are extensive forage and spawning areas.

Similar in shape to the yellow perch, the walleye is usually golden brown, with a defined set of large canine or tearing teeth. The walleye species consisted, until recently, of two sub-species: the yellow walleye and the blue walleye. The blue walleye, however, has been placed on the "rare and endangered" list and is perhaps extinct in areas where it once flourished, such as the Niagara River and the Twenty Mile Creek in Niagara.

Season:

Spawning usually occurs in April or May over gravel shoals of lakes or in tributary streams.

Location:

The entire province of Ontario falls within the native range of the walleye. Being nocturnal feeders, walleye prefer large, shallow relatively turbid lakes. Fish caught in the Bruce Peninsula generally range from .5 to 1.5 kilograms.

SMALLMOUTH BASS (*Micropterus dolomieu*)



Smallmouth bass are one of the mainstays of the sport fishery and tourist industry. Originally a native of Ontario's Great Lakes watershed and the St. Lawrence, the smallmouth has been introduced throughout southern, central and many northern parts of the province, due primarily to its popularity as a game fish. Many anglers contend that, pound for pound, the smallmouth is the strongest fighter, exploding from the water in aerobatic displays once it has been hooked.

Season:

Smallmouth bass spawn in late spring.

Location:

In Escarpment streams, smallmouth are seldom found in water cold enough to support brook trout populations. Most smallmouth caught in Escarpment waters will average .5 to 1 kilogram. ■

SAUGEEEN RIVER

Canoe Route



Scattered among the trees are wood duck nesting boxes constructed and monitored by the students of Bruce County Outdoor Education Centre. Black tern find the area suitable for nesting and the avid bird-watcher will find the experience rewarding.

The Boat Lake outlet, camouflaged by deadfalls and snags, dissolves into a tangle of trees providing excellent habitat for beaver and great blue heron. From this point, a journey of approximately an hour and a half downstream brings the canoeist to the Rankin River control dam. A short portage of approximately 30 metres is required to circumvent the dam followed closely by two further portages to avoid rapids. Journey's end lies in Sauble Falls Provincial Park where an interpretive centre explains the history and recreational opportunities of the area.

The present-day route follows sections of an old east-west travel route from Georgian Bay to Lake Huron once used by native peoples, missionaries and early settlers.



Camping along the route is encouraged only at Sauble Falls Provincial Park and several municipal and private campgrounds located near the park.

Sport fishing opportunities in season are good for bass, pike, pickerel and perch. Rainbow and brown trout and some salmon species occur in the lower Rankin during spring and fall spawning runs.

This canoe route is being promoted by the Ministry of Natural Resources and the Sauble Valley Conservation Authority.

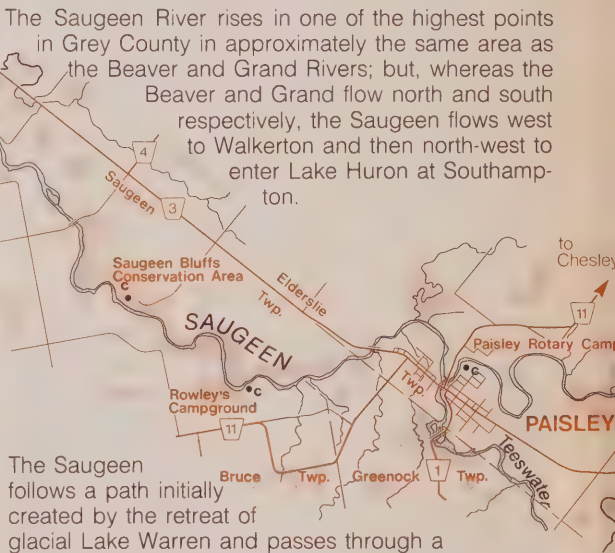
SAUGEEN RIVER CANOE ROUTE

HANOVER TO SOUTHAMPTON

Time: 15 hours (2–3 days) (estimated)

Distance: 92 kilometres

The Saugeen River rises in one of the highest points in Grey County in approximately the same area as the Beaver and Grand Rivers; but, whereas the Beaver and Grand flow north and south respectively, the Saugeen flows west to Walkerton and then north-west to enter Lake Huron at Southampton.



The Saugeen follows a path initially created by the retreat of glacial Lake Warren and passes through a varied and attractive landscape ranging from 30-metre-high clay bluffs to the flat cattle pastures of Bruce County.

The canoeist who navigates the Saugeen follows in the path of the hardy pioneers who penetrated the wilderness of Bruce County in the 1850's to settle Queen's land. Pioneers arrived at Buck's Crossing (Hanover) by land and then built makeshift rafts and scows to transport their families and belongings down the Saugeen.

This water route had been first attempted by an Irishman named McMullen who had solved the problem of "westerling" across the wilderness of Bruce County by following the early travel routes of the Algonquin, Iroquois, Petun and Jesuits.

So, should you want to do a little westering, the access to the Saugeen River Canoe Route is from Hanover Park and, although the 92-kilometre route passes through agricultural land the view from the river is predominated by a heavy mixed forest interspersed with pasture land until the terminus at Denny's Dam in Southampton is reached.

The Saugeen River is well on its way to becoming a major southern Ontario canoe route. The wide free-flowing river is ideal for families or groups learning the basics of navigation; yet, good currents and small rapids provide sufficient challenge for those preparing to tackle future white water.

The rapids present little difficulty except in early spring when the water is high and fast flowing. Portages are brief, bypassing the *Maple Hill*, *Hydro* and *Walkerton Dams*. By late summer, additional portages may be required in the event of unusually low water levels.

There are several additional access points, notably at Walkerton and Paisley should a shorter trip be desired. There are adequate privately-owned camp sites and picnic areas en route to ensure a comfortable and leisurely three-day trip.

The naturalist-canoeist may encounter a variety of wildlife along the river such as great blue heron, mallard, mink, beaver and muskrat. Those canoeists who are patient and observant will be rewarded.

This canoe route is being promoted by the Ministry of Natural Resources and the Saugeen Valley Conservation Authority.

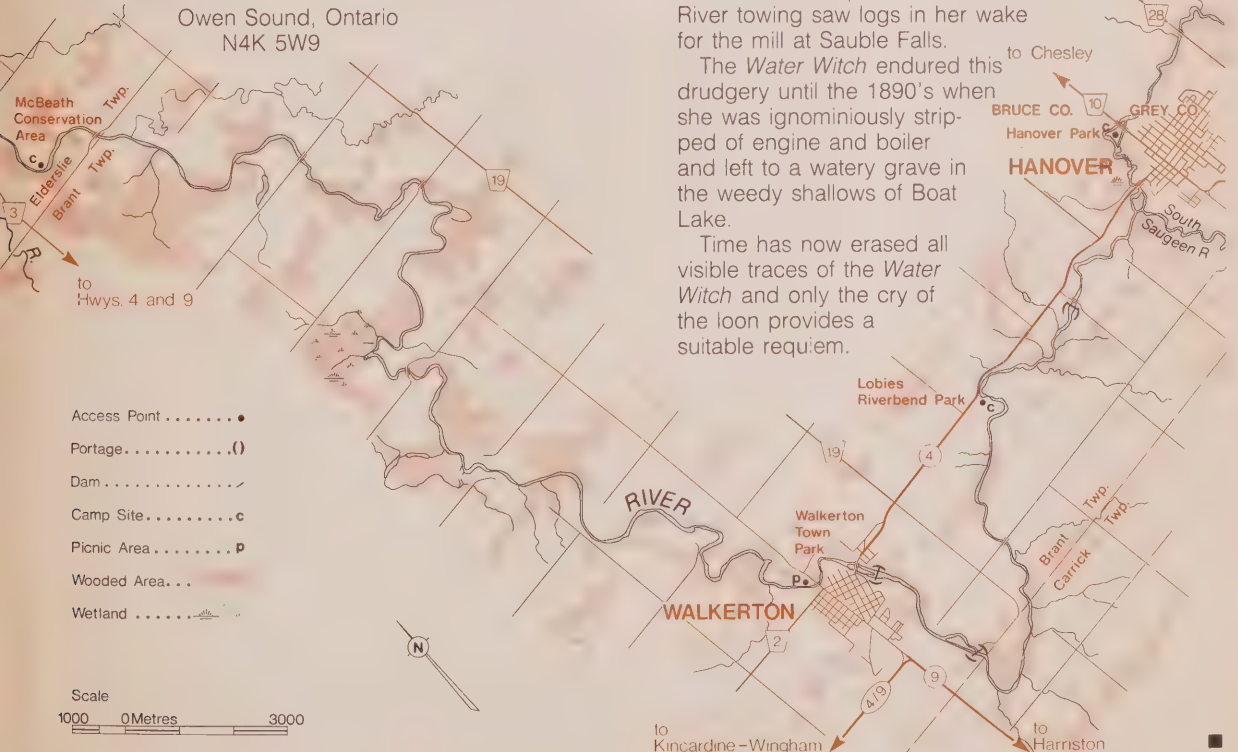
Further information on the above canoe routes can be obtained by contacting:

District Manager
Ministry of Natural Resources
611 Ninth Avenue East
Owen Sound, Ontario
N4K 3E4

or

Resources Manager
North Grey Region and
Saugeen Valley Conservation Authorities
Box 759

Owen Sound, Ontario
N4K 5W9



or

Resources Manager
Saugeen Valley Conservation Authority
R.R. #1
Hanover, Ontario
N4N 3B8

Water Witch

Perhaps the strangest and most intriguing craft ever to navigate the Saugeen and Rankin Rivers was a 40-foot, flat-bottomed, paddlewheel steamboat named, appropriately—*The Water Witch*.

Built in the early 1880's by an eccentric native of Paisley known locally as "crazy David Hannah", the *Water Witch* was powered by a six horsepower engine and painted a saucy red and white sporting black trim. She was a perfectly engaging, though miniature, Mississippi belle.

Throughout the early summer seasons of 1880, 1881 and 1882 the *Water Witch* wove her spell as she plied between Paisley and Walkerton with passengers and cargo and Captain Hannah at the helm. The voyage to Walkerton took 13 hours against the river's current; the return trip to Paisley was accomplished in a speedy four. However, the jaunty cruises were abruptly ended each year as the water level of the Saugeen fell and even the shallow draught of the *Water Witch* found the route impassable.

By autumn of 1882 the *Water Witch* was sold to Hector, Hugh and Lachlin McLean, owners of the Sauble Falls mill and several thousand acres of prime Amabel Township timber. The brothers put the *Water Witch* to work navigating the waters of Sky, Isaac and Boat Lakes and portions of the Rankin River towing saw logs in her wake for the mill at Sauble Falls.

The *Water Witch* endured this drudgery until the 1890's when she was ignominiously stripped of engine and boiler and left to a watery grave in the weedy shallows of Boat Lake.

Time has now erased all visible traces of the *Water Witch* and only the cry of the loon provides a suitable requiem.

(Continued from page 17)

St. Johns Conservation Area

An impressive 32-hectare natural area north of Font-hill, St. Johns Conservation Area is used for a variety of winter sports.

Woodend Conservation Area

This 37-hectare property contains a series of well-marked, self-guiding trails which are utilized for cross-country skiing.

Ball's Falls, Beamer Memorial, Rockway, St. Johns and Woodend Conservation Areas are within the watershed boundaries of and administered by the Niagara Peninsula Conservation Authority.

Short Hills Provincial Park

This Niagara Region provincial park exemplifies the rolling topography inherent in the areas associated with the Niagara Escarpment. Approximately 613 hectares of excellent cross-country property are owned and administered by the Ministry of Natural Resources.

HAMILTON-WENTWORTH REGION

Christie Conservation Area

This 345-hectare site with hilly, wooded and open areas is located on Highway 5 near Peter's Corners.

A major year-round recreation facility for Hamilton area residents is provided by this area. Approximately nine kilometres of marked and groomed trails, administered by the Hamilton Region Conservation Authority, are complemented by a warm-up shelter, ski rentals, a skating rink and toboggan runs. An ideal spot for family fun.

Dundas Valley Conservation Area

The Dundas Valley is one of the most spectacular natural areas along the Niagara Escarpment to be found in close proximity to urbanized areas.

The Hamilton Region Conservation Authority administers approximately 560 hectares of land and has constructed 30 kilometres of walking trails, a number of which are suitable for cross-country skiing. The focal point of the entire trail system is the Dundas Valley Trail Centre located on Highway 99, two miles west of Dundas. This extensive trail network provides a challenge for novice and expert alike.

HALTON REGION

Rattlesnake Point Conservation Area

A 93-hectare park near Milton was acquired by the Halton Region Conservation Authority to protect this well-known landmark on the Niagara Escarpment. Travel south on Highway 25 from Highway 401; turn west at Steeles Avenue then south for two kilometres on Appleby Line where the park entrance is located. The 18 kilometres of marked but not groomed trails cover rolling and well-sheltered terrain.

Hilton Falls Conservation Area

This 525-hectare park northeast of Campbellville includes part of the Sixteen Mile Creek and associated Hilton Falls. These popular trails are groomed and marked by the Halton Region Conservation Authority. The rolling wooded terrain has 17 kilometres of trails ranging

from the 4-kilometre loop to view the frozen beauty of the falls to the more challenging 9.5-kilometre Beaver Dam Trail. To reach Hilton Falls Conservation Area travel north on Highway 25 from Highway 401 at Milton and then travel 5 kilometres west on Regional Road 9.

PEEL REGION

Terra Cotta Conservation Area

This 180-hectare property operated by the Credit Valley Conservation Authority is located one mile north of the village of Terra Cotta. The eight-kilometre trail system is marked but not groomed. The terrain changes from flat open country to forested hills interspersed with some difficult gorges on the Intermediate Trail. The area is open only at weekends and facilities include: ski rentals, a warm-up area and a food concession.

DUFFERIN COUNTY

Mono Cliffs Conservation Area

This 726-hectare property adjacent to Mono Centre is jointly owned by the Ministry of Natural Resources and the Nottawasaga Valley Conservation Authority. This proposed provincial park is the location of the annual Bruce Trail Loppet: a loppet is a ski tour over a prepared course completed by a group of skiers on the same day.

The attractive trails and spectacular scenery combine to make excellent cross-country skiing.

SIMCOE COUNTY

Nottawasaga Bluffs Conservation Area

A 37-hectare property located south of Devil's Glen Ski Resort near Singshampton is listed by the Nottawasaga Valley Conservation Authority as suitable for cross-country skiing. However, the 3-kilometre trail follows the precipitous edge of the Escarpment—not for the faint of heart.

GREY COUNTY

As we travel into the environs of the Blue Mountains in Grey County, as one might expect, the rolling Escarpment landscape provides excellent opportunities for cross-country skiing. However, it is generally accepted that the northern terrain can be more difficult to traverse and beginning skiers are advised to have some practice before attempting these trails.

Petun Conservation Area

Formerly known as the Osler Bluffs Conservation Area this 40-hectare parcel of land was purchased in 1974 through provincial grants and the Bruce Trail Association. The steeply contoured land provides a mixture of terrain from forest to scrubland and grassy meadows.

Kolapore Uplands Conservation Area

These extensive holdings are owned by Ministry of Natural Resources and the North Grey Region Conservation Authority. Approximately 2,900 hectares of rugged semi-wilderness contain 40 kilometres of marked trails designed for the intermediate to advanced skier. The heavy snowfall on the eastern edge of the Beaver Valley provides an extended skiing season sometimes lasting into mid-April. The terrain can be surmised from some of the trail names—Wild Mouse, New Chute and Scared Old Lady.

Inglis Falls Conservation Area

Inglis Falls Conservation Area is located two miles south of Owen Sound where the Sydenham River flows over the Escarpment creating scenic Inglis Falls. A 12-kilometre trail network connects Harrison Park in Owen Sound with this 215-hectare property over a terrain that is rugged in sections. Trails wind through both heavily and lightly wooded areas and are marked but not groomed. Inglis Falls Conservation Area is owned by the North Grey Region Conservation Authority.

Walters Falls Conservation Area

A 69-hectare property owned and administered by the North Grey Region Conservation Authority is located 18 kilometres south of Woodford from Highway 26 on County Road 18. There are no marked trails but the terrain is suitable for cross-country skiing.

Bognor Marsh Conservation Area

Three kilometres north of Bognor on County Road 18, Bognor Marsh is the source of the Bighead River. This 525-hectare property is owned by the North Grey Region Conservation Authority.

West Rocks Conservation Area

The North Grey Region Conservation Authority owns this heavily-wooded Escarpment area within the City of Owen Sound. An area of splendid scenery, this area is accessible from Highway 21.

Jones Falls, Pottawatomi Conservation Area

This 120-hectare Natural Environment property is located west of Owen Sound on Highway 21 and includes the prominent Escarpment face and Jones Falls.

Keppel Forest Conservation Area

This 160-hectare property is owned by the Sauble Valley Conservation Authority and is devoted to wildlife management. Located 16 kilometres northeast of Owen Sound on County Road 17—the terrain is suitable for cross-country skiing. No marked or groomed trails.

Skinner's Bluff Conservation Area

The Sauble Valley Conservation Authority owns two tracts of land within this Escarpment nature site. Located eight kilometres east of Wiarton on Shore Road overlooking Colpoy's Bay. Trails are not marked or groomed.

BRUCE COUNTY

Cyprus Lake Provincial Park

This 648-hectare provincial park contains some of the most spectacular scenery to be found along the Niagara Escarpment. Accessible from Highway 6 approximately 14 kilometres south of Tobermory—this area provides rugged terrain and outstanding scenery. Touring equipment is recommended in this area and park officials stress that skiers venturing into the park should be accompanied.

PRIVATE SKI AREAS

Many private resorts and ski areas also provide excellent facilities for cross-country skiing—some offering complete weekend ski packages.

Cedar Grove—Harmony Acres—Tobermory

Located 8 kilometres south of Tobermory
Highway Access: #6
Telephone: (519) 596-2268
Trails: 25 kilometres marked trails, 10 kilometres groomed trails
Open: Daily
Fishing, accommodation, snack bar, package plans.

Cliffside Resort—Warton

Located 2 kilometres north of Warton
Highway Access: #6
Telephone: (519) 534-0677
Trails: 80 kilometres marked trails
Open: Daily
Pro, rentals, accommodation.

Lookabout Isles Resort—Stokes Bay

Located 3 kilometres north on Stokes Bay Road
Highway Access: #6
Telephone: (519) 793-3141
Trails: 10 kilometres marked trails
Open: Weekends
Rentals, licenced dining room, accommodation, package plans, fishing.

Blue Mountain—Collingwood

Located 10 kilometres west on Blue Mountain Park Road
Highway Access: #26
Telephone: (705) 445-0231
Trails: 9 kilometres marked trails
Open: Daily
Pro, rentals, licenced dining room. Daily transportation from Toronto and Hamilton.

Tyrolean Village—Collingwood

Located 3 kilometres south on Blue Mountain Park Road
Highway Access: #26
Telephone: (705) 445-1467
Trails: 20 kilometres marked trails
Open: Daily
Pro, rentals, accommodation.

Bud's Place—Kimberley

Located in the village of Kimberley
Highway Access: #10
Telephone: (519) 599-5096
Trails: 25 kilometres groomed trails
Open: Daily
Pro, rentals, snack bar, liquor.

Talisman Resort—Beaver Valley

Located 2 kilometres north on Beaver Valley Road
Highway Access: #10
Telephone: (519) 599-2520
Trails: 30 kilometres groomed trails
Open: Daily
Pro, rentals, accommodation, licenced dining room.

Kate's Place—Flesherton

Located 2 kilometres north on Highway 10
Highway Access: #10
Telephone: (519) 924-3206
Trails: 10 kilometres groomed trails
Open: Weekends
Accommodation, licenced dining room.

(Continued from page 4)

Dorcas Bay is a very good example of the Lake Huron shoreline with coastal marshes, rich wetlands, and semi-mature forest communities. The wet shoreline areas support a variety of sedges, grasses and special plants such as sundews and pitcher plants which are concentrated at Dorcas Bay. Numerous orchids can be found in the area. Part of the north shore of Dorcas Bay is a Federation of Ontario Naturalists' botanical nature reserve. It is also the only location in the national park study area with developed sand dunes and sand plains. The sands extend easterly to the Cameron Lake Dunes which are exceptional in many respects. Hardwoods occur in a relatively undisturbed condition, providing habitat conditions representative of southwestern Ontario's deciduous forests.

Cyprus Lake Provincial Park is included in the study area and has three main areas of interest including part of the Cameron Lake bog, Long Arm swamp, which is a large beaver pond, and the striking rock features along the Georgian Bay shore. Habitat conditions are excellent for the wildlife typical of southwestern Ontario such as beaver, white-tailed deer, black bear, raccoon, porcupine and red fox.

The Crane River-Brinkman Creek wetland area is one of the largest and least disturbed examples of the Lake Huron shoreline and associated plant communities. The undeveloped shoreline protects a shallow marsh at the mouth of the Crane River with a number of unusual aquatic plants. Inland there are extensive jack pine forests, mixed coniferous forests, wetlands, and swamps. The marsh and cedar lowlands at Johnston's Harbour are a particularly important habitat and winter yard for white-tailed deer.

The areas surrounding Emmett, Lower Andrew, George and Quenlin Lakes have diverse plant communities including southern Ontario hardwood forests, a mixed forest of fir, spruce, cedar, aspen and birch, and wetlands. Regrowth on lightly used and abandoned agricultural lands provides good wildlife habitat conditions near McVicar.

What Happens Now?

It is Parks Canada policy to consult the public before establishing a new national park. On the Bruce Peninsula a joint committee of the Lindsay and St. Edmunds Township Councils was formed to determine local opinion towards the park proposal. In October, following a joint Council meeting to discuss the committee's findings, the Councils wrote to the Honourable John Roberts stating their support for the national park proposal subject to certain conditions being met. The establishment of a national park on the Bruce Peninsula now depends on the successful completion of federal-provincial negotiations and the ensuing transfer of provincial land. By working with local landowners, municipal and provincial authorities, and general interest groups it can be ensured that a park on the Bruce Peninsula will be planned and managed to truly benefit present and future generations of Canadians.

For further information concerning the national park proposal please contact Bob Day, Superintendent, Georgian Bay Islands National Park at (705) 756-2415 or write to Parks Canada, P.O. Box 189, Tobermory, Ontario, N0H 2R0. ■

(Continued from page 20)

The two met in the early seventies shortly after Ziraldo had graduated from the University of Guelph with a B.Sc. in agriculture and while Kaiser was working as a gas station attendant to finance his studies at Brock University in St. Catharines. Here he was specializing in *oenology* (wine science), a course which was, in fact, non-existent.

"Nobody took me seriously. It was a totally unexpected thing. Who would study wine science in Canada?" Kaiser said. Meanwhile he continued to experiment with his own wines and it was only when Ziraldo tasted these that the idea of starting a winery began to germinate. Nevertheless, Kaiser said, the best he was hoping for was to land a job with one of the established wineries in the area and he repeatedly asked Ziraldo to check out his contacts to see whether any openings were available. Fortunately, none were and the two decided to apply for a licence to make their own table wines.

At this time, the Liquor Control Board of Ontario, the licensing agency, hadn't granted a wine licence in 40 years and the two were astounded when their application was approved. Kaiser credits General Kitching who was, at that time, Commissioner of the LCBO with taking a personal interest in their application and shepherding them through the red tape involved in the process.

To this day, the two remain uncertain about why Kitching chose to take them under his wing but when their first licence was granted in 1974, they weren't about to question the wisdom of the decision. Elated, they proceeded to produce their first 24,094 litres of wine, including 500 bottles each of *Marechal Foch* and *De Chaunac* as well as 24,000 bottles of *Vin Nouveau*. They haven't looked back since.

Currently, the Niagara Region is home to eight wineries: Barnes Wines and Jordan & St. Michelle Cellars in St. Catharines, Brights Wines and Chateau-Gai in Niagara Falls, Andres in Grimsby, and Chateau des Charmes, Hillebrand, as well as Inniskillin at Niagara-on-the-Lake.

Much of the credit for the survival of the wine industry in this area must be taken by the Niagara Escarpment which provides just enough protection for the Niagara Region to be one of the few areas in Canada with a climate moderate enough for the successful growth of wine grapes. Nevertheless, grape growers and vintners must do a lot of finger-crossing when it comes to the weather.

While capricious weather conditions may appear to be a major drawback to the survival of the industry in this area, Kaiser actually sees the weather as a positive factor.

"The best wines in the world are produced where the grape plants are under a certain amount of stress," he pointed out. He believes this is a key factor in producing good table wines.

While the past nine years haven't been without their problems and disappointments, Kaiser is optimistic about the future of the wine industry in general and Inniskillin in particular. "The future looks very bright," he said.

Inniskillin now produces about eight wines for general distribution and about six or seven more limited editions, Kaiser said. Before being put on the market, their wines must measure up to the company's motto which says, "The more you know about fine wines, the better we'll look." ■

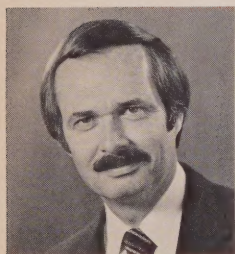
Niagara Escarpment Commission

The Niagara Escarpment Commission is responsible for the development and production of the Proposed Plan for the maintenance of the 725-kilometre Niagara Escarpment.

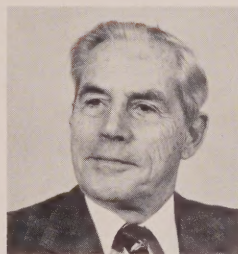
The Commission consists of 17 members: eight representing the public-at-large, eight members who are either members or employees of Escarpment area county or regional councils, in addition to a chairman. Ivor McMullin is the current chairman.

Representing Regions and Counties

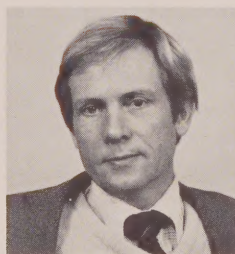
Representing the Public-at-Large



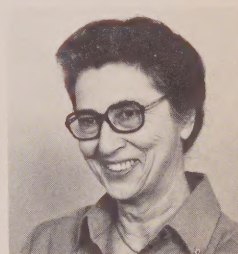
Wayne Thomson
Niagara Region



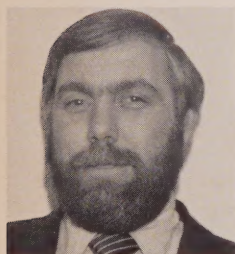
Robert McNairn
Hamilton-Wentworth Region



Robert Bateman



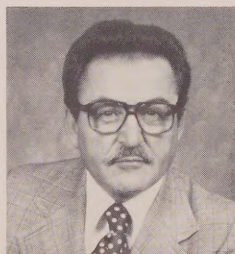
Maryon Brechin



Dave Whiting
Halton Region



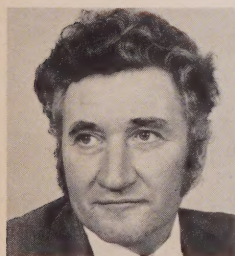
William Hunter
Peel Region



Leo Bruzzese



David Jamieson



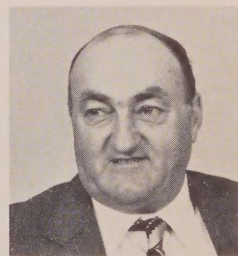
Paul Gallagher
Dufferin County



Carol Schnurr
Simcoe County



Robert Keast



Milton Hayes



David McNichol
Grey County



Bernice Limpert
Bruce County



Raymond Lowes



Anne MacArthur

